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**COVER:** Ken Roczen pounds out the laps during a pre-season supercross training session in SoCal  
© F Hoppen/KTM Images

**CONTENTS:** Unstoppable endurocross machine  
Taddy Blazusiak eats logs like this for breakfast  
© Lukasz Nazdraczew/Red Bull Content Pool





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## COMMENT

**H**appy New Year! I bet by now you're all as sick as I am of saying and hearing those three little words but it's traditional and traditions are important. They're one of the things that give us our identity as both individuals and a nation.

A strong British tradition is one of being plucky, gallant losers. Of course, when we really had to win – World Wars One and Two for example – we rose to the occasion and dealt the Boche a bloody nose but when it comes to more trifling matters such as penalty shoot-outs it's odds on we'll choke and sky it over the bar. But we'll do it with dignity. Obviously, I have to tread carefully here – I started off talking about British traditions but have, as readers north and west of the border will be quick to point out, ended with a purely English tradition. I apologise.

We're pretty much used to missing out on the racetrack as often as on the pitch but I'm happy to say that when it comes to MX the old England, Wales, Scotland – and Ireland – rivalries become blurred. Back in the glory days of the mid '80s the United Kingdom was, er, united behind Thorpey. The same was true in the early noughties with Jamie Dobb and Gordon Crockard and a few years later with Stephen Sword, Billy MacKenzie and Tommy Searle. DT and Dobber apart, we were again cheering on plucky losers but did we – indeed, do we still – love them any less for their inability to turn GP wins into world titles?

Once you climb out of the deep downer that normally accompanies the first few days of the New Year, when the festive fun is over and it's time to drag your lardy ass outta your pit and return to work, I reckon January should be a time for optimism, a time for anticipation. So what if you're skint, your kidneys ache, your jeans don't fasten and you're going to work – and returning from it – in the dark? This is the time for New Year's resolutions and some positive thinking.

The back end of December in Lawless land has traditionally been a drink-sodden mess of epic proportions but this time around I hitched my ass to the wagon three days before 2012 and so far I've managed to cling on. Hopefully lots of you are thinking along the same lines and are sticking to the Steve Potter training plan we kicked off last month. So that's optimism covered – we're all optimistic we can get in shape for the coming season whether we plan to ride it or just write about it.

Now for the anticipation! This is my favourite bit as it doesn't involve eating salad, running, cycling or steering clear of the booze. For 2012 I reckon there's every chance we can throw off the plucky loser mantle – starting Stateside where Scot Dean Wilson has got a great chance of lifting the West Coast Lites SX title to add to his 250 outdoor crown from 2011. Then in MX2 GPs we've got a couple of genuine contenders in Tommy Searle and Max Anstie – and we'd do well to remember that ginge could even cause a stir indoors in the US n'all. Then in the world of conventional and extreme enduro we've got David Knight, Graham Jarvis and Jonny Walker all capable of winning at the highest level.

So – for the final time – Happy New Year. And on behalf of everyone at DBR I wish you all success and happiness in whatever you do...

*Sean*

**Defending SX champ  
Ryan Villopoto will be  
coming out slinging  
bombs at Anaheim 1**

© Steve Cox



## NEWSH PAW UND!

**OUR DEPUTY DAWGER GETS ALL BITCHILICIOUS  
ON THE DIRT BIKING WORLD'S BARE ASS...**

**T**he Christmas and New Year break can be a disorienting time for most folk with a bunch of bank holidays and things but it's been a doubly confusing time for the guys at KTM who aren't quite sure whether to rejoice or despair right now.

The whole crew should be feeling super smug as the bike they've assembled for Ryan Dungey's onslaught on the AMA SX series is a real work of art. On the flipside while they should have been gobbling turkey on Christmas Day the orange army were actually down at A+E (sorry, ER) with Ken Roczen who had banana-ised his left forearm – bad times! K-Roc's Christmas gift will see him miss the West Coast Lites series leaving Marvin Musquin to uphold Austrian honour in the 250F division on his own.

There's even more bad news for the KTM crew back in Europe as Max Nagl's dodgy back wasn't repairing as it should which meant he had to have another operation. This will obviously seriously hamper his pre-season preparation but if everything goes to plan Max should be ready for the GP season opener at Valkenswaard come Easter Monday – that place is gonna be packed out! On a related note Tony Cairoli has confirmed that he'll be racing the 350 again in 2012 while

Nagl will pilot the new factory fo-fiddy on his return.

The AMA SX series will be in full flow by the time you read this and it should be a good 'un too with an anticipated brawl between Ryan Villopoto, Chad Reed, Officer James Stewart and Ryan Dungey all set to rage as they battle it out in the chase for the championship. For Euro fans the Lites class is where it's at though as Musquin, Max Anstie, Tyla Rattray (who's actually African but served his apprenticeship with us), Zach Osborne (who's blatantly Virginian but races for a British team) and Dean Wilson (the Canadian Scot who nobody gave two hoots about until he got fast enough to poach from the Canucks for our own MXdN team) will be taking on the might of America's up n' coming talent in Angels Stadium and others.

As well as being shown here in the UK a week later on ESPN and Motors TV, my freeloading friends tell me [www.justin.tv/supercross](http://www.justin.tv/supercross) is THE place to catch the action live and dangerous in your own living room – or wherever you choose to have your special internet time. There'll also be more AMA SX content on [www.dirtbikerider.com](http://www.dirtbikerider.com) than you can shake a shift stick at including images, videos and in-depth analysis...

In closer to home supercross news the Future West British Championship has lost another round –





© Garth Milan/Red Bull Content Pool



© Sully

RIP Mark Watson



K-Roc's crooked



© Sully

The Colonel's sacked the  
ACU in favour of the MCF

this time London – and a sanctioning body n'all as promoter John Hellam fired the ACU and climbed into bed with his old SX wars sparring partner Matt Bates of the MCF – scandalous! In real terms the switch shouldn't make a jot of difference to the end consumer and the final round of the championship which is set to shake Birmingham's LG Arena – t'one in t'NEC complex – on February 18 will still be a corker with Bradshaw, Aubin, TC, Swordy, Crocker, Greedy, Brunell and everyone all scheduled to appear. Call 0844 499 1700 for tickets or visit [www.fwsx.com](http://www.fwsx.com)

One guy who won't be there – and will be greatly missed by us all n'all – is quad class legend and sidecar champ Mark Watson who tragically lost his life in a car accident over the festive period. The 26-year-old builder from Alston in Cumbria always put on an awesome show wherever he lined up and was a genuinely nice bloke too – RIP buddy.

The New Year brought happier news as it transpired that Norfolk's oldest resident Dennis Slaughter – who lives in Norwich with his grandparents – has been recognised by the Queen for his services to motocross. The 83-year-old has been involved with the Norwich Vikings Club and the Lyng circuit for the past 64 years – which leads me to wonder WTF he was doing for the 19 years

before that, lazy old git – and will receive an MBE for his efforts. Sterling work, sir! I jest but actually really appreciate that British motocross wouldn't be what it is today without the toil and trouble you old timers have put in over the years – respect, innit!

Another golden oldie with reason to cheer is Britain's most recent motocross world champ Jamie Dobb who celebrated his 40th birthday quite recently. Amazingly it's over 10 years since Dobber claimed the 125cc world title so another British winner is well overdue – no pressure there young Tommy, Jake, Max, Elliott, Woody and all...

If you stayed up past yer bedtime to watch Red Bull's New Year No Limits live on t'internet how pissed off were you that the apparently egg-nogged-right-up cameramen and production team messed it right up as over a kazillion viewers tuned in to see Maddo and Wakker's wingman Levi LaVallee jump 400ft – almost – right next to each other. Although the footage that went out live sucked like yo' momma siphoning petrol through a lengthy hose, Red Bull managed to edit together some sweet stuff from the event and save the day – albeit some time later.

Also shocking – but in a whole different way – is the news that five-time world enduro champ Mika Ahola has decided to hang up his boots. The flying

Finn has dominated the sport since moving to Honda in 2007 and winning all of his five titles on the trot as he switched between the E1, E2 and E3 classes. It had originally been thought that the 38-year-old would continue to compete in the EWC throughout the 2012 and 2013 seasons on Jotagas machinery but that isn't the case.

"I gave it my all and even though the sport took a lot it also rewarded me with more than I could have ever imagined when I first started," said Mika. "I have fulfilled my ambitions and I feel that it is time to move on and see what else the world has to offer."

Also seeing what the world has to offer – slaving away for his father in the family business, apparently – is Tom Church aka Little Tommy Church aka Muncher aka Tommy Crunch aka TC who as well as retiring from full-time racing and celebrating his 30th birthday is expecting to hear the pitter patter of tiny feet real soon. The current British SX champ – that'll be the last time I write that about TC I expect – celebrated his lengthy career and birthday with a massive blow-out that saw friends, family and fans converge in Crunchville for a huge party.

Also celebrating stuff of late have been Angry Nez Parker and super-coach Rich-Mike Jones of the RMJ Academy who both popped the question to their far, far, far better halves and got engaged in the run up to Christmas. Well in boys...

Something we can all get excited about is the start of the new season which by my reckoning kicks off at Hawkstone Park on February 26 with the annual international. In the weeks after that there's the Swansea Beach Race and then the Maxxis kicks off at FatCat Motoparc on March 11. This might just be the most brutal start to a British championship in the memory of man so make sure you're at the sandy super-venue that's just yards from Junction 4 of the M18 to see who'll pick up where Brando left off in MX1 and if Arnaud Tonus can keep on keeping on and add to the tally of 15 MX2 races he won in 2011.\*

After the funanigans at FatCat our focus'll be firmly on the Masters of Dirt – the world's most extreme freestyle motocross show tour – that kicks off in the UK at London's Wembley Arena on Wednesday March 14 before heading to Manchester's MEN Arena on March 16 and then swings across to Dublin for a three-day blow-out in the Citywest Arena from March 23-25. If you're not up to speed with how rad the MoD shows are then check 'em out on YouTube because they'll blow your mind, baby!

Tickets are on sale now from the following – London 0844 815 0815 ([wembleyarena.co.uk](http://wembleyarena.co.uk)), Manchester 0844 847 8000 ([men-arena.com](http://men-arena.com)) and Dublin 0818 719 300 ([ticketmaster.ie](http://ticketmaster.ie)). Check next month's mag for more details but I wouldn't wait until then to book your seats because this thing's gonna sell out faster than Greenday did after Dookie. Blam!





# WIN! WIN! WIN! WIN! WIN!

## A MUC-OFF CLEANING KIT THAT'LL BLOW YOUR MIND...

**M**uc-Off are used to cleaning up in the bike cleaning business and their sponsored athletes are following their lead and cleaning up out on the track n'all! And when we say that we're talking about riders like British Masters champ Bryan MacKenzie, Red Bull Pro Nationals champ Elliott Banks-Browne and Maxxis MX2 champion Arnaud Tonus who've all won major titles of late on bikes prepared using Muc-Off products.

2012 looks set to be another stellar race season for the Poole-based Kings of Clean who've hooked up with Steve Dixon's Bike It Cosworth Monster Yamaha squad once more. As well as running Tonus and Zach Osborne in MX2, Shaun 'Woody' Simpson will be

coming onboard to represent the UK's most professional race team in the MX1 class n'all – sweet!

To celebrate this signing and also the fact that Muc-Off are bringing out some bangers good cleaning kits we've hooked up with 'em to offer each and every DBR reader the opportunity to win a prize package that's so pimped pound notes can't purchase it. Pow!

It's a winner takes all dealio, yo, with one lucky lass or laddie picking up a Muc-Off package that includes the following – an Ultimate cleaning kit, Muc-Off lanyard, a poster of a Muc-Off branded cleaning lady, an abundance of Muc-Off stickers and a box of one litre Muc-Off bottles signed by Simpson.

So if you want to be in with a chance of winning this epic prize we

want to know how many motos of the Maxxis series did Shaun's new team-mate – that full-bore win-whore Arnaud Tonus – win in 2011?

**Is it: A: 15  
B: 18  
C: 13  
D: Nickelodeon**

If you know the answer log on to [www.dirtbikerider.com](http://www.dirtbikerider.com) and head to the competitions page, then fill in the fields and hit transmit. The competition closes on **February 9** and the winner (who'll be drawn at random by our very own cleaning ladies who latte – Judith and Anne) will win this amazing prize provided The Bear hasn't woken up from his hibernation early and gone on a huge spring cleaning frenzy!



# Muc-Off



# WIN! WIN! WIN! WIN! WIN!

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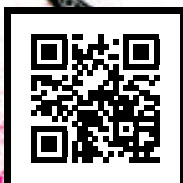
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# Muc-Off



# BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE  
DIRT BIKE RIDER ARCHIVES



## February 1993:

Heroic American hardman Doug Henry graced the cover 19 years ago as we saluted Honda's replacement to JMB. Inside we reported on a then 20-year-old Jamie Dobb breaking his wrist while preparing for the AMA West Coast SX series and there was also a special report from the NEC SX won by Big Bird Larry Ward.



## February 2000:

Fast forward seven years and there was another Yank on the cover – this time a young Kevin Windham. Inside Davey Coombs is quoted as saying that the 21-year-old K-Dub has “no star-power” – DC must have eaten his words many times over in the following 12 years. We also let Tony Marshall loose on the all-new 426cc Yamaha and in Rage caught up with the ‘next big thing’ – James Stewart!

To trawl through more back issues of DBR simply scan your smartphone over the **QR code** opposite or hook your PC up to [www.dirtbikerider.com](http://www.dirtbikerider.com) and click on the Digital Vault button – new issues are constantly being added so keep checking back...



# THE REVEREND

## DOWN UNDER!

JAKE KEEPS HIS FOOT ON THE GAS OVER CHRISTMAS BEFORE FLYING OUT TO NEW ZEALAND FOR A TRAINING CAMP WITH BEN TOWNLEY...

Words and photo by Jake Nicholls

**H**i everyone, I hope you're all well and had a great festive period. I wish you all the best in 2012.

Since I last wrote I kept training hard ahead of Christmas. Then I went away with my family and some good family friends to the south of France for a week of snow. We had an awesome week but I was glad to be home for one main reason – Ollie Stone, my 2012 mechanic, was bringing the new race bike over for me to ride at my track for a few days.

So we left Val D'Isere at 9.30am and as my acquaintance in the van had no licence I had to drive the whole way by myself and the first hour-and-a-half was with snow chains on! At 9.30pm we swung round the last corner before our house and I spotted Ollie sat in his van. So I left everybody and I ran up and helped Ollie unload the little beauty. Then we went and looked at the track with a torch and realised it needed a little bit of work after a lot of rain. So I hopped in the bulldozer at 10pm and ripped the whole track up to allow the air into it. I finished at 11.30 and went to bed.

I was up at 7am again and carried on working on the track, then gave it a hour to settle while Ollie and I headed up the ole Holeshot Café for some scrambled. I rode all day and loved it after having not ridden for a few weeks and the bike felt as good as ever. We did two days at my track and I was impressed with Ollie, especially as he went running with me in the mornings and tried a bit of boxing – although most of that session he watched Steve's nephew and I box it out over a couple of intense five-minute rounds. It's weird but every time I have a little bit of time off sparring I come back better – I enjoy it so much, it's like being in a heated battle.

We rode at Kiwi's enduro loop on Thursday which was a good tester for the suspension as it's as rough as Jodie Marsh. We had a good day up there then Ollie pinned it home. I had a pretty steady Christmas with the family which was nice and I got some quality training in over that period. I also smoked a few games of Monopoly too which pleased me! Boxing Day was cool as we went to local legend Mick Potter's track for a twist up – it was pretty busy too which was good to see. I trained for two more days then hopped on a flight to New Zealand for a month of training with Ben Townley who I got to know really well when we lived together when he was over in Belgium.

He invited me to come over when he left Europe but I wasn't sure if I was going to or not. Then my granddad, who lives about 25 minutes from BT's place, got quite sick and something clicked in my head and I thought 'man, I've looked up to this guy ever since he came over to Europe when I was 10 and he's now

asking me to come and stay with him – HELLLLLLOO'. So I pretty much booked a flight straight away. The only downside was leaving Blu at home but I booked the flight quite late so it was pretty dear. It's also a shame not to go and stay with Josh again as I had a great time there last year with him and his family.

I had a nightmare trip over though and once I'd landed in Auckland NZ after 26 hours of flights I had to wait for five hours for a 45-minute flight to Tauranga near where BT lives because he didn't wanna drive two-and-a-half hours – bloody Kiwis! Anyone that knows a Kiwi will know that they don't like driving too far once they're in their homeland. There was a storm hovering about so the flight was delayed and the plane was a 14-seater propeller-powered number so it was gonna be a rough ride let alone being in a storm. And sure enough at the first attempt at landing we missed the runway, then again the second time so we were on our way back to Auckland. The chick chucking up in a bag behind me was just an added extra. So I had to wait an hour at the airport then experience a three-and-a-half hour bus ride to their house. I was OVER it.

Next night was New Year's Eve and we spent it at Lucy's – Ben's nicer half – parents' campsite next to a lake which was great fun and naked swimming in the lake was only half of it! It was back to work on the first though and we arrived at Ben's place deep up in the hills which is unreal – it's like Foxhill in a jungle and with bigger and better jumps plus nice soil. And this is no dig at Foxhill as it's well known that it's in my top three tracks in the UK.

BT had already picked my 350 up from his local dealer that KTM Oz had kindly organised for me. All I had to do was fit some suspension and a Doma muffler and we were ready to rock. Ben let me loose on his Massey Ferguson that afternoon and I ripped the track up all nice ready for the next day's riding.

And it was a good day! It took me a few laps to hit all the jumps as they're big but once I did I enjoyed it a lot and that was only the first day – tomorrow we're riding again after two hard days of training off the bike so we're working real hard. It's great to work with someone who's seen it all like BT as he spent a few years training with RC and Aldon Baker among others so it doesn't get much better. The pic is us in the garden with the track in the background.

Missing Blu and my dog already!

Go hard #45

A handwritten signature in yellow ink, which appears to be 'J. Nicholls', is written over the bottom right portion of the text.





# REBEL PILOT

JUSTIN BRAYTON IN THE NEW **GAMMA** HELMET







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Fancy living the SoCal MX tourist dream in proper mink-lined luxury? Well thanks to HALFPRO California MX Tours you can pick and choose between some of the best tracks in the world, enjoy the full pro treatment and party like a rock star.

The German company have been running tours to SoCal since 2002 but have decided to step it up for 2012 to provide tailor-made packages allowing guests to decide where and when they want to ride with a choice of new machines from all major manufacturers.

Accommodation is provided at a luxury ranch with single, double and four-bed rooms and there's even a suite with a whirlpool. On top of that there's a bunch of other cool extras like a home cinema, outdoor jacuzzi and even a RC car track.

The price for an 11-day trip starts at £1350 which includes breakfast but book for the month of April and you can get 14 days for just £1250. For full details check out [www.HALFPRO.com](http://www.HALFPRO.com)



Home on the ranch...



...where the latest MX machines await alongside some big-ass pick-ups!

# STICKING TOGETHER!

AMCA TEAM UP WITH SPIRAL GFX

The AMCA have struck a special deal with graphics company Spiral GFX to give all members – that's riders and clubs – a 15 per cent discount on all products. And on top of this a series of monthly special offers is planned across Spiral's wide range of products including custom graphic kits, shirt printing, neck brace decals, trophy plates, banners and signs for clubs.

"We've been supplying our products to select AMCA members and groups for the last few years," says Spiral GFX boss Martin Downer. "It's great to be involved on such a large level for 2012 with our involvement within the AMCA championship, British Masters and local AMCA events and it's great that we can help the AMCA members benefit through the use of our discount scheme."

All AMCA members can take full advantage of this offer with immediate effect – just visit the Spiral Graphics website at [www.spiralgfx.com](http://www.spiralgfx.com) and select the AMCA link on the homepage. In order to qualify for the exclusive discounts riders must know their licence number which is printed on their licence card.



"...and the eskimo rubs his beard and replies 'no I haven't, it's just frost'..."



# CROCKSTAR

## GORDY'S GOLD!

GC GETS OFF WITH RIHANNA, SEES OUT 2011 IN STYLE WITH VICTORY IN A LOCAL TRIAL AND THEN HITS THE SLOPES OF BULGARIA FOR A SNOWBOARDING ADVENTURE...

Words by Gordon Crockard Photo by Suttly

So 2012 it is then. Tonight I won't sleep as I'm getting picked up by Rob Crawford at 2am to drive to Dublin to catch a plane to Bulgaria for a snowboarding adventure. With the Christmas bonanza blitz just ending yesterday it feels like ages since I've had my head in gear and pointed towards what I call 'my work'. So I really am treating myself with this wee trip away on the slopes.

Christmas was great as my father's daughter got engaged on Christmas Day to my sister's boyfriend. Congratulations Christine and Richie.

The Leadmines MCC ran a trial on New Year's Eve just up the road from my house. The night prior to the event I found out it was on by seeing a Tweet by Eugene Laverty so I got up early and fired on a new rear tyre onto my Montesa and rode my bike up the road to the trial. I haven't ridden an actual trial in years but I do spend a lot of time practising trials. I could tell I was riding well and hoped I would have a decent result so you can imagine my delight when I found out after the trial that I was the outright winner of the entire event! That set me up nicely for seeing in the New Year later that night at a friend's wedding party I was attending.

Job well done by the Leadmines MCC who served tea, coffee, mulled wine and shortbread all day at the trial. John White rode around from section to section on his quad, handing out the refreshments. John assured everyone that it was non-alcoholic mulled wine – I guess that was for the Health and Safety brigade's benefit!

I've been doing a stack of BMX riding at T13 in Belfast. It's an indoor BMX and skatepark that's been constructed inside one of the massive old warehouses in the shipyard where the Titanic was built.

If you see Rihanna's video to her track 'We Found Love in a Hopeless Place', well they filmed scenes for that video in T13. Quite an insult actually to Belfast when you consider that Rihanna shot her entire video to the song there. She must reckon Belfast is the best example of a hopeless place! Tramp!

I shouldn't call her that really but it's probably because I feel a little used by her. When she was over shooting the video she added me up on Facebook, messaged me, poked me, went from 'single' to 'in a relationship', brought me round a curry cheesy chip to share for dinner, had a

sleep over and then left the next morning never to hear from her again. I mean, I'm a big boy but I do have feelings! Tramp!

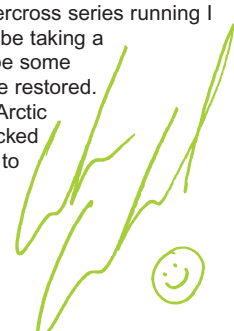
The BMX park has a foam pit and on my first trip there I enjoyed a 30ft high backflip. My first run into it I just jumped in normal to get a feel for the ramp. Second run in was full speed and resulted in the biggest, slowest full rotation ever recorded in history. It is quite a buzz. Dirt to dirt is the goal come the summer. On my snowboarding adventure I'll have to investigate how backflips go down in the snow. Can't see me advancing to that level in a week but it doesn't hurt so much to dream.

I had a run out on the Kawi 450 up in Donegal on two occasions during December. Both days the weather was a disgrace but we were kitted out with the appropriate clothing so only at times was it uncomfortable. The sensation of freedom is overwhelming when you're out on those mountains with just a couple of buddies and no signs of life around you for miles. It's pretty special.

I'm all set for the Crock Star camps in Spain. Camp two has been fully booked for a while now but for anybody interested they still have the option for camp one which runs from January 21 to February 4. Look up the information on [www.crockstar.co.uk](http://www.crockstar.co.uk)

So I have a bit of travelling ahead of me if all stays on track – Bulgaria for snowboarding, Spain for motocross training camps then to Australia for motocross racing. I'll be doing the SX in Birmingham too in February. I was very disappointed that the London race was cancelled. I hope the reputation of the organisers, Future West, is not damaged by the recent events of the two rounds being cancelled. Without the British Supercross series running I believe the sport would be taking a backward step. I do hope some faith in the series can be restored.

I better go pack my Arctic clothing – I'm getting picked up in a couple of hours to head to the airport. Hopefully I'll be undamaged on my return and over the heartbreak caused by Rihanna. The tramp!





# WIN! WIN! WIN! WIN! WIN!

## BLAKE BAGGETT'S MXdN-EDITION SCOTT GOGGLES AND SOME SIGNED TEES FROM THE STARS...

**T**his is your chance to own a real piece of **Motocross des Nations** history – a forgotten relic that even the original owner thinks was pounded to pieces and lost to the earth forever. During the **2011 MXdN** at St Jean d'Angely it proper pished it down during the day's opening MX1/MX2 moto causing **Blake Baggett** to ditch his goggles so he could keep on keeping on. These discarded but super-special USA team-edition Scott goggles were then ridden over by **Ken Roczen** and **Chad Reed** before being saved from total oblivion by Freestyle Xtreme's super-swift ginger-ninja **James Dunford aka Jimmy D!**

Cos Jimmy D's not a selfish chap he's offering you, that's whoever is

reading this issue of DBR, the chance to win former Rage cover star Blake Baggett's scooped-up Scotts plus a selection of five sweet-ass tees that have been signed by some of the MXdN's biggest players – Ryan Dungey, Chad Reed and his brunder from another murder Down Under Brett Metcalfe. This is quite possibly the rarest MXdN prize ever offered thanks to Jimmy D and the good old boys at [www.freestylextreme.com](http://www.freestylextreme.com)

To win this sweet swag we want you to answer this dauntingly difficult question but one that's easy enough to find the answer to if you've got a bonser memory or you're able to trawl the depths of the **DBR Digital Vault** which is basically our back library in digital form which

you can see for free – free I tells ya! So the question is this, in which issue of *Dirt Bike Rider* did Blake Baggett appear as the Rage cover star?

*Is it:* **A:** January 2007  
**B:** June 2008  
**C:** August 2012  
**D:** September 2009

When you've got the answer stay online at [www.dirtbikerider.com](http://www.dirtbikerider.com), swing on by to our comps page, log in then fill in the fields and hit transmit. The comp closes on **February 9** with the winner the first correct entry chosen at random – as long as The Bear hasn't mistaken the prizes for Jellystone Park campers and eaten them all up.



*freestyle*  
**Xtreme.com**



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# SWORDY

## TESTING TIMES!

AFTER A HECTIC FESTIVE THRASH UP AND DOWN THE COUNTRY STEVIE'S GLAD TO SEE 2012 ARRIVE SO HE CAN GET SOME SOLID SADDLETIME IN...

Words by **Stephen Sword** Photo by **Sutty**

**F**irst things first, Happy New Year and all the best for 2012. The month of December was a busy one in the lead up to Christmas. I was invited to present the trophies for the Cotswold Schoolboy Scramble Club. The venue is only 10 minutes from my house so happy days, not much travelling. It's a great club, they looked after me well and I even got an early Christmas dinner. I saw some people that I haven't seen for years so it was great to catch up with them.

I was busy with training right up to Christmas with lots of cycling and gym work which has been going well. December is always a bloody expensive month for me as I have the wife's birthday – for days leading up to it she told me how she had been giving me hints and at one point had even told me what she wanted. Needless to say, I had no idea. She kept saying how excited she was to get this one particular gift from me. As you can imagine this was not looking good as I really didn't have a clue!

The evening before her birthday she turns round and tells me that she was only joking, that there had never been a gift she wanted all along. I was relieved but women are crazy – she just found it funny to watch me sweat! We usually go up to London on her birthday but due to the lack of babysitters now there are two to look after it's a bit hard so instead we went for a meal and drinks – brilliant, so much cheaper!

For Christmas we went up to Scotland to spend it with my family and the car was loaded to the brim with the presents, children, dog, pram, suitcases – not fun packing that up! It was a lovely Christmas and as Ayrton is older now he got so excited. He is mad about Thomas the Tank Engine and his favourite character is a train called Hiro. We had a sofa full of gifts but all he

wanted was this one train. Once he had that there was no interest in opening any of the others. We had a wonderful Christmas with loads of nice food and the kids enjoyed themselves.

We came home on the 27th and had a second Christmas with Jodie's family – as you can imagine, with all their children and us it was crazy but exactly how Christmas should be. Jodie cooked for everyone and it was once again a delicious Christmas dinner. Everyone stayed at ours so a few glasses of champagne went down nicely while playing the Wii. I love Christmas but I'm glad it's over as all I want to do is get back to riding and training.

For the New Year, Jodie and I went out for a meal while her mum babysat. We were supposed to go into town for a few drinks and celebrate the New Year in style – needless to say we didn't make it to 12 and were home and in bed by 10.30! Babies and training tires you out and even though I missed the chimes I woke up the following morning feeling very fresh and ready for 2012.

I've been out on the new 450 Suzuki a few times now and I'm really enjoying the bike. My mechanic Paul has been over this week to come out riding and test a few parts with me. The weather has turned a bit for the worse but we've had some good days up at Mepal. Really pleased with how Paul is working and also how the team and Suzuki GB are looking after me.

That pretty much wraps up it up for another column – not long before the racing all kicks off again. Take care and speak to you next month...

**Braaaaap**

*Stevie*  
#2



**Fast Frenchman**  
Cyril Despres leads after  
four days but there's still  
a long way to go



# DESERT STRIKE!

MARC COMA SETS THE EARLY PACE IN THIS YEAR'S DAKAR BUT IT'S DESPRES WHO LEADS THE STANDINGS AFTER DAY FOUR...

**F**or the past six editions of the infamous Dakar Rally, Frenchman Cyril Despres and Spain's Marc Coma have dominated the bike division, trading the overall year after year to amass three wins each. The outcome of the 2012 race will allow one rider to edge ahead in their battle for supremacy and as it stands right now that rider looks likely to be Despres.

Victory in the rally's opening stage goes to Chilean Chaleco Lopez who beats runner-up Coma by some 14 seconds. Brit Sam Sunderland finishes a very creditable seventh on his Honda but will go on to DNF the second day with electrical problems negating all his hard work. A steady Despres meanwhile cruises to 13th in the short spectator stage and finishes almost two minutes off the pace.

Day two sees the first real stage of the event and defending champ Coma sets the pace. After just over three hours of racing in the special stage Coma claims the day victory by just over a minute ahead of Despres to take the overall lead of the race as Lopez holds on to the silver medal position ahead of a charging Despres who moves up to third.

A navigational blunder by Coma sees him follow the wrong route by mistake which leaves Despres clear to win the third stage and take over the overall lead as Coma's error loses him a massive 13 minutes. "After 170km there was a different track for the bikes and the

cars," says Marc. "I checked the road-book and thought I was on the right track but then I saw that wasn't the case so I turned round!"

Although much more successful than his KTM team-mate's, Despres' day is equally as challenging. "It didn't start well this morning," claims Cyril. "I hit a hole and ripped off a fingernail on the clutch lever. A while later my compass repeater stopped working and I broke my rear brake on a big climb so the descent was very tricky – I made sure I was careful."

Carrying over a 10-minute lead into day four, Despres knows he doesn't need to push too hard as he holds the advantage while Coma must push on. Starting sixth, the Spaniard soon takes over the lead on the road as he fights to claw back the lost time and keeps on applying pressure all day long to take the stage victory ahead of the Frenchman and Sherco's flying Dutchman Frans Verhoeven.

In the overall classification Despres now holds down the lead by over eight minutes ahead of Coma and Portuguese Helder Rodrigues who's third from day one leader Lopez.

Following Sam Sunderland's retirement, Stan Watt has taken over as leading Brit in the Dakar. The Northern Irish racer currently sits in 46th place on his KTM. Other Brits still in the running are Jago Pickering and Tobias Younger who currently sit 139th and 140th with 10 days left to go...





Catch Knighter tearing it up down Swansea beach in early March

## SWANSEA SIGN-UP

ENTRIES OPEN FOR MARCH BEACH RACE

Entries are now open for the latest big event on the UK calendar – the RHL Beach Race at Swansea on March 2-4. Of course, RHL Activities also run the Weston Beach Race and so far it looks like they're going to get a similar world class entry with multi-time world enduro champ David Knight and former GP MX racer Tom Church already signed up.

"We're planning a lot for the event and we're working closely with the local businesses to offer race goers the best value possible," says RHL Director Gareth Hockey.

The beach at Swansea is reportedly perfect for racing and a good seafront infrastructure plus great nightlife means the event has the potential to become an annual start-of-season party in much the same way that the Weston event usually caps off the year.

The regs and tickets are now available on [www.rhlactivities.com](http://www.rhlactivities.com)



## MAX POWER

### READY AND WAITING!

THE PREP'S DONE AND DUSTED AND MAX CAN'T WAIT TO ROLL OUT TO THE GATE AT ANAHEIM 1...

Words by Max Anstie Photo by KRT Press

Testing and preparing for the supercross here in the USA is going well. We had a great Christmas and I got some sick new Beats Headphones so I can really be jammin' when I head down the tunnel at Anaheim 1 before the Main.

For New Year we headed up the mountain to shred the slopes at Big Bear. I did more crashing than shredding and quite frankly I'm surprised I could walk the next day! My mechanic played the 'oh I'm not very good' game until he 360'd the first massive double while I was still on the ground from crashing off the ski lift.

I had my first sort of night out the other day. We have a Belgian and an Australian guy staying with us. Arnie the Belgian is super-ripped – hence his nickname – and he and Andy took me on the pussaay patrol where I got to drink Coke while they tried to pick up chicks. Hilarious! Andy then went on to rescue a baby rottweiler from the dog pound which we named Bella. We almost went ice skating, then we were back home and in the gym seeing how fast we could go on the rowing machine.

Anyway, I'm all ready for A1! I feel good and pretty relaxed really and haven't thought about it too much. I have been busting out the laps at the practice tracks and have seen a few big crashes. A lot of the guys are already getting injured and we haven't even started yet. It's been like 30 degrees for the last week or so. Crazy for this time of year – I just hope it

stays like this for A1.

I'm excited to get out there and see where I'm at. It's the first time in three years that I am actually ready for what I'm going up against. When I turned pro and did the Nationals over here for J-Law's team I was only just off an 85 so there was no way I could be strong enough, then in SX it was a dream and I rode good but was a little inexperienced, then for the AMA motocross I was injured and finally racing the world championship was a massive change again.

I feel like there is nothing to do now but just wait and see – I can't wait to be back in supercross and also the world championship is something I now know how to prepare for. So we will see. I have under a week now until it's show time but to be honest the preparation has been done so when I'm on the track we will just go with the flow.

It's not all good though! Somehow – and I haven't quite figured it out yet – in between kicking ass on the SX track and preparing for the GPs I have to do five classes of university and actually go in every Tuesday for eight weeks to do classes. And because I'm a new student I get all the crappy classes like child development and accounting.

So I'm sure I will have a lot to write about next time...

Max



Guess who's been eating his crusts?

## HAIR SCRAMBLE!

STARS SUPPORT TEST DAY

Lovers of wildly differing coiffures will be in hog heaven if they hit up the Colwyn Bay Motorcycles test day at Preston Dock on January 20 where Boost KTM's Matiss Karro (wild hair) and Nathan Parker (preppy hair) will be putting in an appearance alongside Buildbase Honda's Jordan Booker (crazy curls hair) and Nicolas Aubin (not a lot of hair).

As well as the awesome Barnet-spotting opportunities, visitors will also get the chance to test the latest Hondas and KTMs in a back-to-back stylee. Places are limited so call now to reserve your slot. Test rides are 20 minutes each and cost £25 and then £15 for any additional rides. Call Ian on (01492) 535959 or email him at [ian@colwynbaymotorcycles.com](mailto:ian@colwynbaymotorcycles.com)





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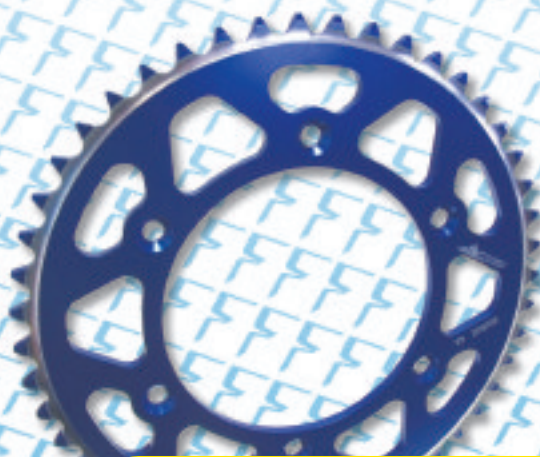
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# KRISTIAN WHATLEY

THE NEW PAR HONDA RIDER SPILLS THE BEANS ON STAYING SMOOTH, TRAINING HARD AND RACING HIS DAD. WHY, HE EVEN LETS US KNOW HIS STARSIGN...

Interview by JP O'Connell Photo by Suttty

**Q:** You go pretty well on both the 250 and 450 – which do you find suits your style best?

**Ryan Bugler, Teesside**

**A:** "I love the 450 power. As I'm such a smooth rider it tends to suit me a lot more. The 250 is a flat-out style and that's not my cup of tea. To be honest if I could've changed things I'd like to have gone from schoolboy straight to the 450 but dad wasn't so keen!"

**Q:** Quite often you will go out and set the fastest laps in qualifying but then not manage to translate it into race wins. Is this because you put added pressure on yourself come the race?

**Isaac Townsend, Ipswich**

**A:** "Yes, a lot of the times I do – it's really started to annoy me! Pressure was a big thing last year. I kept getting arm pump a lot and wasn't focusing on just the track itself, I was always worried about Brad. I came up and started to do well and would only be wondering where Brad was. In reality I had no pressure whatsoever, it was Brad doing what he had to to regain his title and I'm guessing he didn't want some young kid beating him. After all, he is the bulldog!"

**Q:** Do you feel that having a famous motocross father puts added expectation and pressure on you?

**Chris Wilson, Southport**

**A:** "No, I don't feel it whatsoever. I just always try my best on the track and that's all I can do."

**Q:** This year will see some full-time GP riders contesting the British MX1 championship. Do you feel at a disadvantage against them or does it provide extra motivation to beat them?

**Marcus Day, Seaford**

**A:** "I'd like to say motivation. It's good having some different guys to race with, makes it interesting for us and also the fans out there. There'll be no disadvantage, I'll feel fit and my bike will be at it's best."

**Q:** You're renowned for being able to pick lines that nobody else seems to find so what's the secret?

**Steve Allgood, Bicester**

**A:** "Good question Steve. That's a bit of a secret but I

like being different and never following."

**Q:** If you were to land a championship would you drop the #227 and run the #1?

**Niall Singleton, Radstock**

**A:** "Yes, 110 per cent! I love the number one. It's shows you're the man!"

**Q:** Whenever I have heard you interviewed you always come across as laidback and relaxed. Do you think that sometimes you can be a little too relaxed?

**Jordan Cox, Plympton**

**A:** "I think that at times too but, at the end of the day, I'm a Libran – chilled, laidback but always ready for something. I've tried to become fired up and aggressive before the start of racing but it's just not my style and everything just seems to go wrong when I do that."

**Q:** Even though you missed two motos you still managed to finish second in the British championships – with Brad gone do you think that this year will be your year?

**Ed Dixon, Cheddar**

**A:** "Yes, that was a bad day at Foxhill. Fastest man on the circuit but then had a big crash which put me out with a broken shoulder and tendons torn. I really do think I've got the best of chances this year being on the PAR Honda with Neil Prince beside me at all times. I think also a lot of people are believing I can do it which only means I'm believing it even more."

**Q:** It's no secret that you suffer badly from arm pump and as a fellow sufferer what do you find works best in relieving it?

**Adam Chase, Northampton**

**A:** "At the moment I have no cure but if you find out do give me a bell! I try to warm up the best I can before the race and maybe Deep Heat at times but that's all I can do. I think a lot of it is in your head."

**Q:** How closely does your dad follow your career and is he always helping you out?

**Ian Harris, London**

**A:** "My dad helps me out when he can but there's not

much he can do these days. He's directed me into the right path and all I can do is follow it and try my best and have the best people behind me."

**Q:** There have been rumours in the past that you may not have put in as much training time as you maybe should have. Is this true and how much training do you do now?

**Brad Atkinson, Brecon**

**A:** "That's partly true. But I worked hard with Yamaha and it's been showing and it's beginning to have a snowball effect, just becoming bigger and stronger and having the right backing is a massive thing. Being on the right team, with the right guidance and having only good people behind you – you only need very few!"

**Q:** Where would you like to see yourself in five years time?

**Reg Baker, Holt**

**A:** "Tricky question Reg. I'd like to be doing GPs and obviously the British championship but as always a kid's dream is to ride in the USA with such great tracks and flowing corners. Tracks over here now are just getting so monotonous. I was looking forward to going back to the natural track of Farleigh Castle and actually having a flowing track again but it's not on the calendar for 2012 which is such a shame."

**Q:** Do you ever go riding with your dad and if so does it start getting competitive?

**Paul Harrison, Preston**

**A:** "My dad's not ridden for about five years now. He's too fragile for that now but he still knows his stuff! He could still chuck his leg over the bike and be smooth and tidy. Me and my old man are so alike, we're both too competitive when it comes to anything and when it does get that way we're always having an argument!"

## JACK BURNICLE THE VOICE OF MOTOCROSS

Next month we've got the most famous voice in two-wheeled racing ready to answer your questions so fire 'em off to [dbrproprobe@googlemail.com](mailto:dbrproprobe@googlemail.com)



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# JOEL N' JORDI!

**THIS MONTH IT'S THE TURN OF FORMER NESTAAN-JM RACING KTM TEAM-MATES JOEL ROELANTS AND JORDI TIXIER TO BARE THEIR SOULS...**

Interview and photo by JP O'Connell

**DBR:** Who would you like to play you in a film of your life?

**JR:** "Brad Pitt because he looks a lot like me!"

**JT:** "You won't have heard of him but it's a French comedy actor."

**DBR:** When did you last clean an air filter?

**JR:** "I think it was about six months ago for my pit bike."

**JT:** "I never wash my air filters, always my father or my mechanic!"

**DBR:** What was the last lie that you told and who was it to?

**JR:** "Normally I don't lie but let me think...probably that I was going to win my last race but I finished second!"

**JT:** "I really can't remember."

**DBR:** Could you check your own valve clearances?

**JR:** "Nope, I can check everything on a two-stroke but not a four."

**JT:** "No, for me it's not possible."

**DBR:** Something you eat that you know you shouldn't?

**JR:** "Sometimes when I go cycling I take a chocolate bar instead of an energy bar!"

**JT:** "For me I like to eat everything!"

**DBR:** You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

**JR:** "If it was possible to do it clean then I would do it clean but if not? Well it depends on who it is and how I feel I think."

**JT:** "Yeah, for sure."

**DBR:** Do you own a pair of pyjamas?

**JR:** "Not just one pair, I think I have five or something!"

**JT:** "No, nothing!"

**DBR:** What is the highlight of your career so far?

**JR:** "There's not been so many highlights yet but I guess my podium finishes in the GPs are at the top."

**JT:** "I would say 2010 was a great year for me – I win the French championship and the UEM EMX championship."

**DBR:** What car do you drive?

**JR:** "Chevrolet Camaro SF."

**JT:** "A Citroen."

**DBR:** And if money were no object?

**JR:** "I think a Bugatti Veyron – obviously a tuned one – and a McLaren Mercedes."

**JT:** "A big American pick-up!"

**DBR:** Have you ever blamed a poor result on a non-existent mechanical issue?

**JR:** "No, never."

**JT:** "No, never – always me."

**DBR:** If you could change anything about yourself what would it be?

**JR:** "My race speed!"

**JT:** "Nothing, I am perfect!"

**DBR:** If you could meet any person – dead or alive – who would it be?

**JR:** "Let's say Raquel Welch when she was in her good days!"

**JT:** "I would like to meet Ricky Carmichael."

**DBR:** If you could have any superpower for a week what would it be?

**JR:** "To be able to fly."

**JT:** "I'd like to be Superman so I could fly."

**DBR:** If you were shipwrecked on an island what three things would you want with you?

**JR:** "A big bulldozer, a dirtbike and my girlfriend to water the track!"

**JT:** "A cheeseburger, fries and Coca Cola."

**DBR:** What's been the most embarrassing thing you've done while drunk?

**JR:** "I think I stripped and did the splits once!"

**JT:** "I don't really drink."

**DBR:** Out of all your swag what's your most prized material possession?

**JR:** "My car."

**JT:** "My bike."

**DBR:** Favourite race you've ever been in?

**JR:** "This year's British GP at Matterley stands out as a special race."

**JT:** "It was last year in Loket when I was crowned European champion and when I won the 2010 Junior 125 world championship."

**DBR:** Be honest, how often do you Google yourself?

**JR:** "I did it a couple of times at the beginning after people told me they'd Googled me but now never."

**JT:** "Yeah just once, I sometimes look on YouTube though."

**DBR:** Blonde or brunette?

**JR:** "I actually prefer jet black."

**JT:** "Brunette."

**DBR:** Is winning a race better than sex?

**JR:** "Yeah for sure – hang on, I better say it depends on which race!"

**JT:** "Yeah, I'd prefer to win!"

**DBR:** One thing about your riding style that you'd like to improve?

**JR:** "I need to look further ahead."

**JT:** "To get better starts and to be more aggressive in the first two laps."

**DBR:** What's your favourite film?

**JR:** "Braveheart."

**JT:** "It's a French film called 'Camping'."

**DBR:** What would other people say is your most annoying habit?

**JR:** "I like to play practical jokes."

**JT:** "That I leave my dirty clothes on the floor."

**DBR:** What's the worst motocross-related decision you've made during your career?

**JR:** "There has been something but it wouldn't be good for me to say."

**JT:** "Not really a bad decision but the Kawasaki I was riding wasn't a good bike for me."

**DBR:** If you had to permanently give up the internet, mobile phone or TV which would it be?

**JR:** "TV."

**JT:** "Mobile phone."

**DBR:** Something about yourself that nobody else knows?

**JR:** "That I only have four toes! No, I'm joking! My girlfriend will laugh in my face but it's that I can actually be romantic."

**JT:** "I like to ride BMX and pitbike supermoto."





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## IRISH REJIG!

THE ULSTER CHAMPIONSHIP GETS AN EXTRA MOTO FOR 2012 BUT, ASKS OUR MAN IN THE EMERALD ISLE, IS THE SHORTER RACE DISTANCE TOO MUCH OF A PRICE TO PAY?

Words by **Stevie Mills** Photo by **Sutty**

**O**kay, it's time to put down the pies and hit the gym and if you're not sure what you should be doing then help is at hand!

No matter what skill level you are at now, multi Irish and Ulster champion Phil McCullough will help lift you to the best you can be. Phil is awaiting your call to join his weekly Moto Gym sessions on 07749 068171. Be warned though – only make the call if you are serious about improving. The big man won't tolerate slouches!

Changes to the Ulster Championship race format will see the return of three motos per day in each class which is good news for the majority of riders as each class will have one more race than 2011 which adds more value to the day's racing. The only casualty of the new format is the Premier class – with a race distance of just 16 minutes plus one lap the top boys will have to go all-out in the shorter sprint type motos.

Yes, it's going to be the same for everybody but I can't help thinking as an old-school MX fan that the days of watching somebody fall at the first corner and charge back through the field to win the race are long gone. There simply won't be enough time on the clock anymore.

As with the Irish Championship format the MRA have decided that the 2012 Ulster Premier series will run both MX1 and MX2 in the same moto but score them separately. The Irish Championship will, however, continue to run 20 minutes plus one lap motos.

An exciting addition to the local MX scene, Neil Thompson and his band of retro racers will run scramby bikes at selected non-championship events throughout the year.

For the first season the class will be open to unlimited cc machines with categories for 10, 20 and 30-year-old bikes which initially will run together until an increase in numbers dictate that the classes run separately. So if you wish to resurrect your all-time favourite machine and go racing with like-minded fellows you'll do well to contact the Tubman on 07791 63166 or check out Evo Motocross Ireland on Facebook.

It's game on in supercross land with reigning AMA East Lites champion Dean Wilson and Max Anstie under starters orders. UK racers have a very real chance of making podiums on a weekly basis – add Ken Roczen and Marvin Musquin into the mix and European interest in US SX is at an all-time high!

The Emerald Isle is mounting a strong assault on the Maxxis and Red Bull series in 2012 with Irish-based teams and riders swelling the ranks of some of the top UK race teams. Team testing and training is in full swing and the countdown to round one of the Maxxis British MX Championship on March 11 has my juices well and truly flowing with anticipation.

Speaking of testing, Graeme Irwin has been pounding out laps in the Spanish sunshine aboard his Samsung Yamaha. The G Man, Tricky Niki and Chris enjoyed a week of pre-season tanning – sorry, training – and Graeme is bonding well with his new steed. He'll start training with the new team in earnest come mid-January at Embo HQ.

TAS Suzuki have a new title sponsor for 2012 in the form of TYCO Security Products and along with the new decals comes new riders and

challenges. New signings Stephen Sword and Stuey Edmonds are very much looking forward to the up-and-coming season and Team Manager Adam Lyons feels that they have the correct package in both rider selection and machinery for the job in hand.

It is great to see that the Cookstown club have been rewarded with round five of the Maxxis. June 24 is the date when all roads will lead to the home of Ireland's finest MX circuit – Porters Pit – just outside the village of Desertmartin. Unfortunately, it seems that the Red Bull Pro Nationals have not included a round in Northern Ireland this year – rising costs coupled with the lack of support from some quarters has perhaps played a part in this decision.

Apologies to Phil Coulter and Ricky as they are and have been running No Fear Energy and not Monster Energy as previously mentioned in Blarney.

Good luck to team Norman Watt/No Fear Kawasaki in 2012. Young gun Glen McCormick will race Watt Motorcycles Kawasaki 250F in both domestic championships and the hotly-contested British MX2 series.

Next month Blarney will take a sneak peak at the forthcoming domestic championships complete with dates and venues. We're going to be busy during the coming spring and summer months – oh I do wish they would hurry up!

Until next month, stay safe and keep a smile on your face! Cheers...

*Stuey Edmonds will be at the forefront of the Irish effort in the UK this year*

*Stevie*  
dirtbikerider 29





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## THE INSIDE LINE!

FOLLOWING TWO NEAR FAULTLESS SUPERENDURO EVENTS IN ITALY AND POLAND IS EUROPE'S INDOOR ENDURO SCENE FINALLY GETTING ITS ACT TOGETHER?

Words and photo by Jonty Edmunds

For the past three or four years Europe's indoor enduro racing scene has been playing a seemingly hopeless game of catch-up against the US Endurocross series. Despite the fact that indoor enduro racing was born in Europe – Spain to be precise – in recent years it's fair to say it's fallen on some pretty hard ground. While endurocross has gone from strength to strength, indoor enduro racing in Europe has floundered.

Thankfully that seems to be changing and not before time.

For those involved in Europe's indoor enduro scene – the riders, the teams and the fans – the past few years have been painful to say the least. From a handful of stand alone 'fun' events the idea of developing the discipline into a championship seemed, at the time, to be a good one. If one event can bring together so many of the Enduro World Championship's best enduro racers for a night of edge-of-your-seat racing, just imagine what a series of indoor races would do for the sport? That, largely, was the thinking at the time. And that was about the same time things started to go downhill.

For some reason, unknown to most, the upgrading of a number of Europe's best indoor enduro events to firstly world cup and then soon after world championship status resulted in a

sizeable shift in terms of the difficulty of the tracks. From technical yet doable and always exciting they became – at their very worst – virtually unrideable for all but former top-flight trials riders. To cut a long story short, come the end of last year's two-round series (if it can be called a series) most EWC riders had lost interest in indoor enduro racing.

Fast forward to the start of this winter's SuperEnduro series and things seemed to be going from bad to worse. Following a near complete lack of promotion, promises of a five-round series and events in South America, just two weeks before the opening event in Italy news broke that Spanish company RPM Racing who were responsible for the series hadn't renewed their contract with the FIM.

Thankfully, the first event of the new series was known to be a great one. Year after year the organisers in Genoa deliver a great track which ultimately ensures great racing. This time around it was no exception. Despite a disappointing turnout of 'top' riders the championship started with a proverbial bang. Things were looking up.

Round two was the big unknown – an indoor enduro event in Poland. Even defending champion Taddy Blazusiak knew little about the race. It was a case of keeping fingers crossed and hoping for the best. And just as in Italy the

Polish event delivered everything it needed to – and a whole lot more. From the arena to the racing – helped no doubt by the fact that the organisers took on board 11th-hour suggestions as to how they could improve the track – the event delivered the kind of exciting and unpredictable action indoor enduro is known for.

Taddy gave his home fans the victory they wanted but, more importantly, the Polish event also got things very much bang-on.

So what's changed? Well, aside from RPM having nothing to do with events other than their own – the final round of the series in Barcelona on February 5 – the biggest step forward has been in reverting back to more 'doable' tracks. Gone so far are the seemingly endless up-and-over metre-high logs that make it impossible for riders to actually race around the tracks. Instead they're more like outdoor special tests built indoors with a few added tricky bits.

Of course, it's frustrating for the series' trials riders who've been left wondering what the hell's happened. Able to compete at the very sharp end last winter, this time around most have struggled to make any real impact on the proceedings. Enduro riders are once again back out front, just as they should be, racing has replaced survival and spectators and riders alike are once again enjoying the show.

*Taddy's the daddy but, more importantly, indoor enduro events appear to be about to re-establish themselves in Europe*





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**Supplier:** apico.co.uk  
**Contact:** 01282 473190

## LEATT ADVENTURE PROTECTION RANGE

Leatt are really going all out to look after us off-road riding humans with their award-winning range of body protection which now includes these upper body pieces – the Adventure Body Protector which is one of the best-fitting and unrestrictive full armour systems we've ever tried on and the Adventure Lite Tech which is more of a roost shield and ting. Obviously they're designed to work with the Leatt-Brace which makes it now more possible than ever to keep yourself safe and sound.

**Price:** Adventure Body Protector £179.99  
Adventure Lite Tech £110.99  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190

## THOR FLOW GLOVES

THOR had a bit of a rethink for their 2012 glove range with the Flow being pretty much the heart of the line-up. It's all the best bits of the other gloves combined into a perfect pile of fabric radness for your fingers so it's thin enough to feel the funk but thick enough to fend off stray rocks and random roost. It has all that techy goodness you would expect, pre-curved and accordion stretch stuff for the bendy bits of your hands and deluxe vented bits for the sweaty bits. Perfecto mon amigo...

**Price:** £30  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226



## RACING BATTERIES LIGHTWEIGHT RACING BATTERIES

While the advantages of an electric-start bike are obvious there are some downsides too – the biggest being the additional weight of the starter and battery. Westcountry Windings are able to offer Lightweight Batteries that are 80 per cent lighter than stock which is about 2kg. As used by the Boost KTM team they can be used any way up, anywhere on the bike without affecting performance. Made in the UK these batteries come with a 12-month warranty.

**Price:** from £129.99  
**Supplier:** westcountrywindings.co.uk  
**Contact:** 01279 731172

## RENTHAL GURKHA HOODY

If you like Renthal logoed zip-up hoodies with faux fur linings and geography teacher-style elbow patches then check out this Gurkha hoody/jacket that's ideal for those chilly days spent testing at the track. Available in navy or black it's super warm and super cool at the same time which could be considered confusing...

**Price:** £80  
**Supplier:** rentalapparel.com  
**Contact:** 01253 735395







## MUC-OFF ULTIMATE MOTORCYCLE CLEANING KIT

This badass cleaning kit might just go some way towards making the chore of cleaning your bike less of a bore as it contains absolutely everything you need – and more – to turn your dirty dirt bike into a clean, lean racing machine. Know what I mean? Inside the Ultimate Motorcycle Cleaning Kit storage box you'll find a litre of Muc-Off, some Bike Spray, a portion of Split Second detailer wax, a luxury microfibre cloth, four brushes and a large sponge too but the best bit is that the box itself can be used as a heavy duty parts washer. Sweet!

**Price:** £60  
**Supplier:** muc-off.com  
**Contact:** 01202 307790

## UFO MX22 RACE KIT

Fresh out of Italy and super-tasty like a piping-hot Calzone, the 2012 MX22 race kit range from UFO is set to stun this season as it's an absolute corker. Well built and super stylish, check some out at your local dirt bike dealer right now or online at [www.mdracingproducts.co.uk...](http://www.mdracingproducts.co.uk...)

**Price:** Jeans £112.99 Jersey £31.99  
Gloves £33.99  
**Supplier:** mdracingproducts.co.uk  
**Contact:** 01935 429646



## ONE INDUSTRIES CARBON RACE GEAR

This new Carbon race gear from One Industries is an absolute bargain and features many of the, erm, features – that'll be design, construction and fit – of racewear costing twice as much which means you can either treat yourself to two sets or grab a matching Gamma helmet as well. Cunning...

**Price:** Jersey £24.99 Pants £74.99  
Gloves £19.99 Gamma helmet £169.99  
**Supplier:** oneindustrieseurope.com  
**Contact:** 0844 692 8111

## GET POWER ECU

Power is the new ECU from GET for riders looking for maximum performance with minimal hassle – simply plug this bad boy into your EFI four-popper's electrical system and feel the difference. But to get maximum benefit from this added power you should seriously consider stepping up to the ECU with GPA. GPA (Get Power Assist) is basically traction control with tuneable sensitivity so you can turn it right up or down depending on the conditions with the switch that's included in the kit. For in-depth description of the system get online to [www.getdata.it](http://www.getdata.it) or give Revo Technik a call...

**Price:** ECU only from £408  
ECU with GPA switch from £570  
**Supplier:** revotechnik.com  
**Contact:** 01327 307118



## UNIT FMX TASTEFUL TEES

While they might not be considered the most tasteful things on this planet the latest range of tees from Aussie FMX fanatics Unit are pretty dang cool. With more rad designs than The Bear can scratch his ass at there's bound to be something that'll float your boat in the Unit range over at [frizzlextreme.com](http://frizzlextreme.com) dot com aka [www.freestylextreme.com...](http://www.freestylextreme.com...)

**Price:** see website  
**Supplier:** freestylextreme.com  
**Contact:** 0117 967 2240

## FOX RACING SASQUATCH FLEECE

Whenever it's chilly at DBR Towers The Bear breaks out his Fox Sasquatch zip front fleece and lords it up like a loon safe in the knowledge he's a snug as a bug in a rug while the rest of us shiver like peasants. This Fox Sasquatch is bound to make your life better so bite the bullet and invest in its cosy goodness today...

**Price:** £82  
**Supplier:** foxeurope.com  
**Contact:** 0191 487 6100





## PICTURE OF THE MONTH

This super-sharp action-shot of **Jack Tovey** whipping it like there's no tomorrow was taken by Bristol's **Andy Mitson** who has a whole heap of ace pictures packing out his **dirtZone** profile. Check 'em out online...

## MEMBER OF THE MONTH

With pictures of her Monster cans, sick riding skills and sunburnt legs as well over 60 reviews, 370 polls, 130 videos and 205 chatter posts (some of them which are actually highly annoying) it's no surprise that **Katie Upton** has amassed over **53,000 loyalty points** on dirtZone!

An out-and-out off-road riding fan of the highest order, 18-year-old Katie's bedroom is pimped out with DBR posters n' stuff and she's also a regular visitor to many of the south's finest practice tracks which she tears up on her CRF250 before writing a review about them on dirtZone! As MotM Katie gets a pair of **Pirelli** tyres and an extra 5,000 loyalty points – nice!



WIN!



## SHAKE N' BREAK!

My 13-year-old son **Cameron** broke his leg at Wildtracks while he was out riding his RM80. He's going to be in a full leg cast for eight weeks and then a smaller one for another four. This picture shows him after he came out of theatre. He's determined to ride again in the summer so if you have any stickers for his crutches kicking around and words of encouragement to get us through the next three months he'd be over the moon to receive them.

*Katie Davey, via email*

Hailing from the same village as two-time European champ **Dave Bickers** – who's now a legend in the movie stunts game – it's not surprising **Cameron** likes living dangerously on his dirt bike! We hope you get better soon **Cameron** and keep an ear out for the postie as we've sent some stickers and stuff for you to pimp your crutches with...



## COMMENT OF THE MONTH

**"ABSOLUTELY BRILLIANT BIKE! THE ONLY THING IS IT NEEDS MORE POWER – IT'S NOT GOT A LOT OF BOTTOM-END SNAP."**

Celebrating his 15th birthday on Boxing Day, **Aaron Venables** let everyone know what he thought about the power delivery on his particular model of MX bike. Sharing genuine knowledge about dirt bikes is what dirtZone's all about so well in **Aaron**! For being a share-bear **Aaron** will win some Muc-Off, a kickin' pair of **Fader 1.5 Etnies** shoes and **5,000 loyalty points**.



WIN!

## CHATTER OF THE MONTH

**"WHY DO YOU THINK THAT SO MANY LITES SUPERCROSS RIDERS ARE GETTING HURT (DURHAM, ROCZEN, LARSEN, DECOTIS ETC)? IS AMA SUPERCROSS JUST TOO TOUGH/DANGEROUS FOR 250Fs NOW?"**

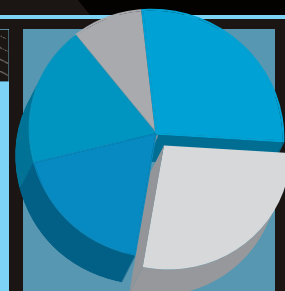
This question posted by **Ollie Hayward** kicked up a right old storm on dirtZone as more than a few of the heavy hittin' regulars piped up and had their say about the spate of pre-season injuries in AMA-land that seem to have crippled the Lites class pilots in particular. The war of words rages on so check it out and chuck in your views...



Muc-Off

WIN!

If your **dirtZone** post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner\* – unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead...  
\*One bottle per member per month



## POLL OF THE MONTH!

**Jordan Lilley** redeems himself from posting the worst poll of the decade – he asked for opinions on the scent of **Hugo Boss**: Just Different back in September – by posing the MX-related question 'what's the biggest surprise of 2012?' in the run up to Christmas.

Time-travelling dirtZoners decided that they couldn't decide whether it was **James Stewart** staying with **Yamaha** or **Max Anstie** signing for **Honda** that was the biggest surprise of the year as those two options tied for top spot with 27.27 per cent of the vote each – a truly shocking outcome!

For his efforts **J-Lill** wins some **Muc-Off**, a **Renthal Softshell jacket**, **5,000 dirtZone loyalty points** and a hearty slap on the back from us all at **DBR Towers**.



WIN!



## VIDEO OF THE MONTH

**CAMBRIDGESHIRE CAMERAMAN JASON KIRBY** HAS BEEN BANGING SOME BELTING VIDEOS UP ON DIRTZONE THESE LAST FEW MONTHS AND HIS LATEST CREATION 'BSMA TSUNAMI MOTOCROSS ROUND 2' DEFINITELY HITS THE SPOT. THERE'S OVER 21 MINUTES OF ACTION – INCLUDING A CRACKING CRASH – FROM THE MEETING AT MEPAI MOTO PARK THAT STARS SOME OF THE FASTEST YOUNG RACERS IN THE UK SHOWING SOME SWEET N' SEXY SAND SCRATCHIN' SKILLS. CHECK IT OUT ONLINE AT [WWW.DIRTBIKERIDER.COM](http://WWW.DIRTBIKERIDER.COM) RIGHT NOW...





## BRING IT ON!

The greatest off-road show on earth kicks off this month when the AMA SX series roars into life in California where we've got Steve Cox primed to provide unrivalled and in-depth coverage...



© Steve Cox

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Donjoy's Darren Simmonds fits up our winner Ollie Hayward with his new knee braces

# Goodfellas!

*Sutty and The Bear hook up with the winners of our DB Racing/Donjoy competition for a day out in the dirt (and the cold – brrrrrrrrrr)...*

Words and photos by Sutty



Runner-up Dale 'The Donk' Childs practices his 1000-yard stare



Whatever the weather you can't beat a day out on your dirt bike and if that day out on your dirt bike involves friends, whether they be old, new, borrowed or blue – it really is that chilly out at the moment – then all the better.

You may or may not remember that some months ago we ran a two-part competition with our mate Darren Simmonds at Donjoy and the DB Racing crew where readers of Britain's best off-road read – yes, that's DBR – could potentially win a prize package that included custom Donjoy knee braces and a riding day with the DB team.

Well, after a wee bit of trawling through piles and piles of incorrect entries we eventually found our champion in the form of 15-year-old enduro rider Ollie Hayward who as it turns out is a super switched-on and down to earth student from Worcestershire. Ollie not only got the answers to both questions correct but he was lucky enough to also get drawn out of The Bear's lucky hat ahead of first runner-up Dale 'the Donk' Childs who then became eligible to come ride and hang out for the day with one of his mates – in this case Ash Lutwyche. >>



All Donjoyed up, Ollie starts turning laps on his KX125





DB Racing Honda's James Cottrell provides a spot of rider tuition



Ollie, Ollie, Ollie...

## A WORD WITH THE WINNER!

### 60 seconds with Ollie Hayward...

Super-polite student Ollie Hayward is one of the nicest young men we've met in a good while and a deserved winner of the grand prize in this comp. Here's what he had to say about his day out with the Donjoy/DB Racing/DBR crew...

**DBR:** How did it feel to find out you'd won first prize in the Donjoy/DB Racing competition?

**OH:** "I was so ecstatic. I remember logging on to dirtZone and I had a message in my inbox saying that I'd won the prize. I had to read it a couple of times before it sunk in – I was really, really pleased!"

**DBR:** And how do you feel it's gone?

**OH:** "It's been really good. James [Cottrell] has been really helpful teaching us some techniques and the track has been great – it was wet at first but it soon dried up and was a lot of fun to ride."

**DBR:** You got to ride James' DB Honda – how was that?

**OH:** "The suspension was amazing compared to my KX125 and it almost felt as smooth as riding a bike down the road. And the engine was unreal – there's just so much power even if you ride it lazily. The only problem I had was starting it again after I tipped over in a corner but nobody saw that right?"



Ollie reaches for the sky – this time not with a stuck throttle over the edge of a berm...



# OUR REVVIN' RUNNER-UP!

## 60 seconds with Dale Childs...

No relation to *This is Essex* star Amy – as far as I'm aware at least – our runner-up in the Donjoy/DB Racing Honda comp is 38-year-old amateur racer Dale Childs from Shropshire who's been riding on and off for longer than he'd probably like to admit...

**DBR:** So Dale what's it like to be a winner?

**DC:** "I thought it was a joke at first then I called the DBR office and got confirmation – I was pumped! I've been looking forward to this for weeks and weeks, I've never won anything like this before and it has been a great experience."

**DBR:** And how's it gone?

**DC:** "It's been a great day. The weather's been good to us and I haven't fallen off – touch wood. I've had a few close calls but kept it upright so far. But yeah, it's been a good day!"

**DBR:** I also believe you've got a bit of a grizzly MX claim to fame?

**DC:** "Yeah, kind of. Do you remember years ago when Rikki Priest ripped his little toe off inside his boots? Well, it was my bike that he caught his foot on..."

**DBR:** Blooooooaaaaaaargh!



Dale's an experienced racer – and it shows

The Donk – mercifully without Rikki Priest's little toe!



So after what felt like months of waiting Darren finally fitted up Ollie for his custom-build Donjoys and organised a venue and a date for the track day. The venue was pro rider Matty Burrows' personal practice track built by Lord Johnny Douglas-Hamilton and the date was one that meant nobody had to pull a sickie from work or school or anything \*whistles nonchalantly\*.

While Ollie got schooled in how to fit his new Donjoys by Darren, the Donk and Ash hit the track to get warmed up. Although a little bit puddly at first our secret circuit was riding pretty well and the boys were having a good old time, finding the fun lines and roosting each other before being joined by Ollie and DB's ambassador for the day and #1 team rider for 2012, James Cottrell.

Despite the slippery conditions the morning session went surprisingly well and was incident free until the throttle on Ollie's KX125 stuck in the on position and he had a mahoosive crash – jumping over a berm into a bush and offering

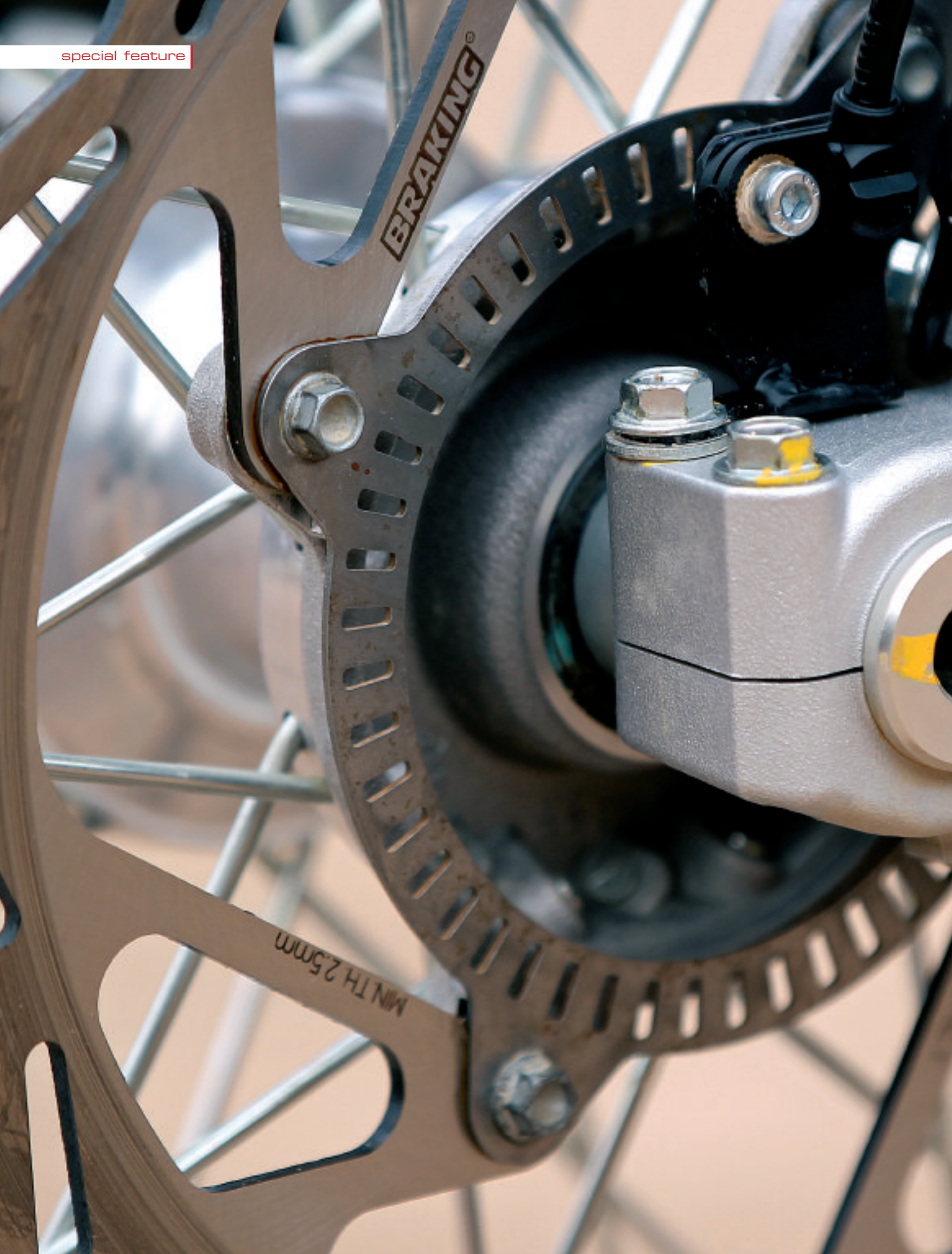
the Donjoys their first real test. Fortunately, both the rider and braces survived and after Ollie's dad straightened his ride he was cool to continue.

From there the day just ripped along nicely – lots of riding, lots of laughs, a little bit of training from JC and then some bike swapping, photoshoot style shenanigans and plenty more riding pretty much until darkness descended.

"Basically this competition was about putting something back into the sport and to try and put on a fun day for everyone involved," reckons Darren when the pre-festive fun's finally finished. "It's been a brilliant day and great bringing together Ollie, Dale, Ash and James and doing some riding on a really enjoyable track."

"Ollie's already tested out his custom-fit Donjoys and I think he's picked up some riding tips from James as have Dale and Ash who've probably done more riding than anyone – they definitely look like they've been having lots of fun."









# ABS WORKOUT?

DOES AN ANTI-LOCK BRAKING SYSTEM BELONG ON AN OFF-ROAD RIDE – HUSQVARNA SEEM TO THINK SO...

Words by *Jon Urry* Photos by *Jonty Edmunds*

**T**o the off-road purist the thought of a dedicated Anti-lock Braking System on a dirt bike is blasphemy which is fair enough if you know what you are doing – but that's not the point of the Husky system. ABS is all about giving a non-experienced rider the confidence to get out of a potentially dangerous situation and provide a safety net should it be required – look at it in this light and it makes sense.

As you would expect the Husky ABS system is essentially a modified road bike unit however unlike a road bike's ABS while the Husky system monitors front and rear wheel speed it basically only acts on the information from the front wheel.

Husky understand that off-road riders often skid the rear going into a corner to help turn the bike so while the system looks at data from the rear for reference, it ignores it if it is significantly slower than the front wheel's speed. This not only allows riders to skid, it also means it can

deal with the rear being up in the air – another factor that can slow the rear wheel's speed.

Cleverly, if the rear's speed is close to the front's and the ABS is activated the system will actually reduce the amount of ABS, calculating that as the rear is moving there must be more grip. Also, unlike the ABS on BMW's S1000RR superbike, the ABS on the Husky is only connected to the front wheel, the rear is free to skid and has no ABS input at all. The theory is sound but does it work in practice?

I'm not a regular off-road rider and would in no way consider myself competent so I guess I'm the target audience for such a system. On a fairly tricky (for me) off-road course and trail ride through a forest I found the ABS a huge comfort. Things happen quite quickly to a novice in an off-road environment and the fact I didn't have to concentrate on the front locking meant my little brain cell could instead focus on where I was going, look for obstacles and generally plan a route through the trees and rocks. >>



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# HUSKY'S VIEW!

## THE OFFICIAL SPIN...

Ulrich Dumm is BMW Motorrad's head of chassis and brake control systems. We hooked up with him to get his views on the groundbreaking – for the off-road world at least – system.

"This system is not for competition use, it is more for safety. In a competition when riders do big jumps they may use the throttle or brake in the air to alter the bike's position which can cause a problem with the ABS and the plausibility check can fail, causing the ABS to stop working.

"Away from competition use I think it can certainly benefit experienced off-road riders as they can relax more on the bike but it will be most advantage to beginner riders who don't yet have the feel for steep downhill descents.

"We have designed the ABS specifically to create a pulse through the front brake lever so that riders can feel it working allowing them to learn the limits of grip. We could have taken this pulse out but we thought it best to leave it in."

**The ABS is best suited to off-road novices – here Jon demonstrates his off-road noviceness!**

**The ABS is only hooked up to the front so skids and wheelies are still an option**

Dropping down steep inclines I had the confidence to apply the front brake and although I admit this mainly proved that there was far more grip than I assumed there was, on the occasional 'panic brake' when an unexpected rut or sight of a looming tree caused a reflex twitch the ABS saved it turning into something more serious.

There were a few occasions where the ABS did briefly cut in and make it feel like the bike might not stop but as with on-road systems the key is to not panic and simply hold the brake on and rely on the ABS sorting itself out. Which it did, much to my relief.

Is this the future of trail riding? While I can certainly see ABS becoming more common in off-road, I don't think it is 100 per cent the future. A skilled off-road rider can certainly out-perform the ABS as they have learnt to deal with front wheel skids but for gentle enduro riders or green laners who only go out occasionally it is certainly a worthy addition.

The thing about enduro trails is that you never know what's around the next corner. You may

encounter a walker, horse, fellow rider or a multitude of varying natural conditions.

ABS gives riders an extra safety net that while I would say is more suited to less confident off-road riders, is also a valid addition to a more experienced rider's arsenal. When it does appear – I'm assuming it'll be an option on the 2013 model range although Husky still say it is only a concept – Husky have hinted that it will have varying modes to allow you to decide on its sensitivity as well as the ability to turn it off completely. If I was considering venturing off-road I'd get a bike with ABS, use it to learn the limits of front wheel traction in safety then turn the sensitivity down or ABS off completely when I was more experienced.

Does ABS belong off-road? While I'd say not in a race environment or on a motocross track, for your average Joe who likes off-road trail riding with his mates I reckon that by the time Husky launches its system it will be developed enough to be a worthy addition. Damn, that's another field of motorcycling invaded by electronics – how long until we get off-road traction control...\*

**BMW Motorrad's Ulrich Dumm is overseeing the project**



I asked, Husky have been testing it!





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# TRAIN LIKE JAKE

**AFTER YOUR FIRST MONTH OF TRAINING LIKE GP RIDER JAKE NICHOLLS YOU SHOULD BE FIRING ON ALL CYLINDERS – NOW LET STEVE TAKE YOU TO THE NEXT LEVEL...**

Words by **Steve Potter** Photos by **Nuno Laranjeira**

**H**ope you guys had a good month. Jake has been flat-out and begins week five the same as you so I'm counting on the fact that you've picked up some of his habits such as drinking plenty of water. And make sure you're drinking pure water and not just tea or coffee which are diuretics – in other words, they make you pee!

On the subject of pee, check the colour of it – the more yellow it is, the more dehydrated you are. Also, it's good to remember that if you're

dehydrated it can take up to two hours to rehydrate yourself. I hope you've also stuck to a half-sensible diet and cut down on those doners and curries in favour of lean meats like chicken and fresh vegetables. Yeah, I know it's been Christmas – and you're allowed a few treats – but now's the time to knuckle down...

Rest and sleep should be self-explanatory but use your head and make sure you're getting enough kip. And by now you should have sorted yourself a nice five-minute warm-up session.

This mustn't be overlooked – after all, you would never race a bike with a stone cold engine.

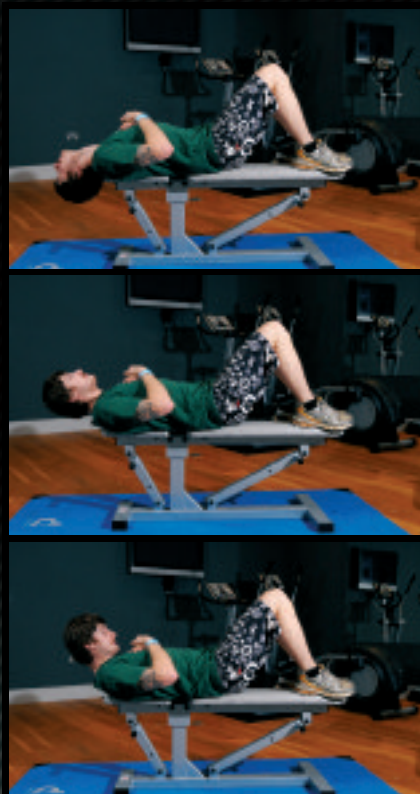
Include some stretches and shakedown into these sessions and also remember to do the essential cool downs afterwards. And how about yoga? If you're too proud to join the ladies that lunch in the local club then get one of the 100s of instructional DVDs that are available and get jiggy in your front room. Don't underestimate the difference to your performance being flexible can make and, trust me, Jake's on it every week...



## HI ENERGY

### SPORTS NUTRITION

These products certainly won't turn you into the Hulk or Superman but will give you an extra horse or so for a short time – but you still have to be fit and training for them to have any effect. There's some quality stuff on the market but Jake's a big fan of HIGH5 products and uses their energy drinks, bars and gels pre-race and training followed by their recovery drinks and bars afterwards.



## TO FINISH

### THE NECK REP

After every session you do we have one final exercise that's a life saver – the neck rep. Lie flat on your back with your head hanging off a bench or something similar and make a nodding dog motion with your head. Start off with a minute and build up over the month to get up to three minutes with a helmet on. Trust me, this will pay massive dividends during a moto as the neck takes a hell of a pounding out there.



## WEEK FIVE

By now you should be pretty much up to speed with the seven exercises we showed you last month so for weeks five through to eight we're going to throw another five into the mix. These little beauties are...

**CHEST PRESS**  
**CRUNCHES**  
**UPRIGHT ROWS**  
**PRESS-UP WIDES**  
**BURPEE STAR JUMPS**

...and on top of these you should still be doing...

**SIT-UP SLIDES**  
**DORSAL RAISES**  
**SQUATS**  
**V-SITS**

For your circuit do these three times through starting with 12 reps first time, then 10, then eight with no rest. Use a mat and the first time you do these take your time to perfect the movements. Here's your weekly schedule.

**Day 1** – Circuit

**Day 2** – Rest

**Day 3** – Same circuit as day one but add the step-ups from week two in again with 10 steps after each exercise

**Day 4** – Rest

**Day 5** – Active rest so try for something like a 20 to 30-minute jog or cycle

**Day 6** – Same circuit with step-ups but re-introduce the 10 to 15-metre run from week three

**Day 7** – Complete rest

## WEEK SIX

Reckon you've got week five dialled? Good because you're repeating it for week six. Don't worry about your training getting monotonous – we're going to shake it all up for weeks seven and eight!

## WEEK SEVEN

**Day 1** – I'd like you guys to put your own circuit together now based on what you've learnt. I try to make sure I work the arms, legs and trunk so utilise the exercises you've already done. It doesn't matter if you double up on these but think 10 to 12 exercises and run the same routine as you know.

**Day 2** – Rest

**Day 3** – The hill run. Find a hill at the park or on the street. It doesn't have to be a mountain, just a decent incline. Okay, pick a starting point and the following routine takes the form of a 15 to 20-metre sprint up followed by a jog or walk back down. That's one rep. Now do it for...

5 x 2 minutes with 1 minute rest in between  
2 x 1 minute with 1 minute rest in between  
2 x 2 minutes with 1 minute rest in between  
2 x 3 minutes with 1 minute rest in between  
2 x 4 minutes with 1 minute rest in between  
2 x 5 minutes with 1 minute rest in between

**Day 4** – Rest.

**Day 5** – Active rest

**Day 6** – Back to the hill or even a shingle beach and follow exactly the same routine as day three

**Day 7** – Rest

## WEEK EIGHT

Let's begin with a 20 to 30-minute jog. Start by getting those lungs working and by this time you should have a good all-round strength and we just need to work on our cardio. For those of you who don't like to run supplement it with a rowing machine, cross trainer or bike. Here's your schedule...

**Day 1** – Run, bike, row or cross train

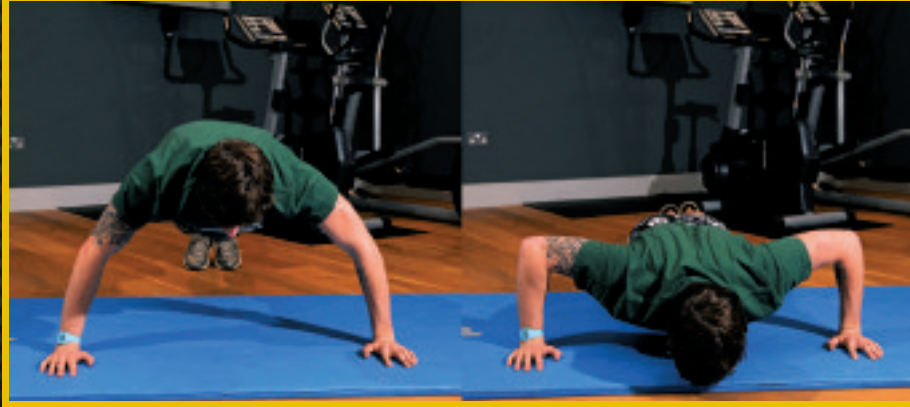
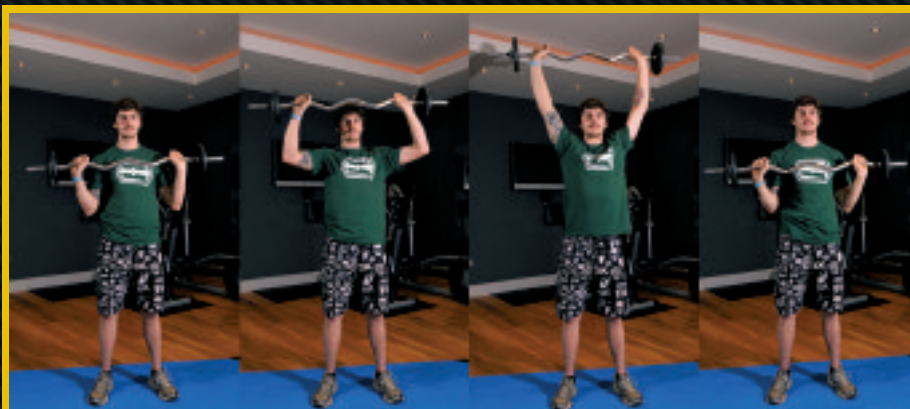
**Day 2** – Rest

**Day 3** – Circuits the same as last week with step-ups and runs

**Day 4** – Rest

**Day 5** – Active rest

**Day 6** – Let's go all the way back to week one with the seven exercises so sit-up slides, dorsal raises, press-ups, squats, squat thrusts, v-sits and dips – do these three times through with the runs and the step-ups. I hope you made a note of your original efforts – by now I expect you to smash them with ease...





# A LIFE LESS ORDINARY...

WORLD CHAMP IN JUST HIS SECOND FULL GP SEASON, CHRISTOPHE POURCEL THEN RECOVERED FROM POTENTIALLY CAREER-ENDING INJURIES TO PICK UP A COUPLE OF AMA SX CROWNS, ALL THE TIME TAKING CARE OF BUSINESS IN HIS VERY OWN ENIGMATIC WAY...

Words and photos by JP O'Connell and KRT Press

**A**s far as skill and outright talent go 2006 MX2 world champion and twice AMA SX Lites champ Christophe Pourcel has them by the bucketload – a point he proved when he came out for the 2011 British GP in only his third ride in Europe last season and tied with Cairoli for the win.

Unfortunately for Pourcel he's also had a succession of injuries and DNFs that have robbed him of at least two more titles. But with a deal signed to ride GPs for the newly-formed Monster Energy Team CP377 in 2012, things seem to finally be settling down for the enigmatic Frenchman...

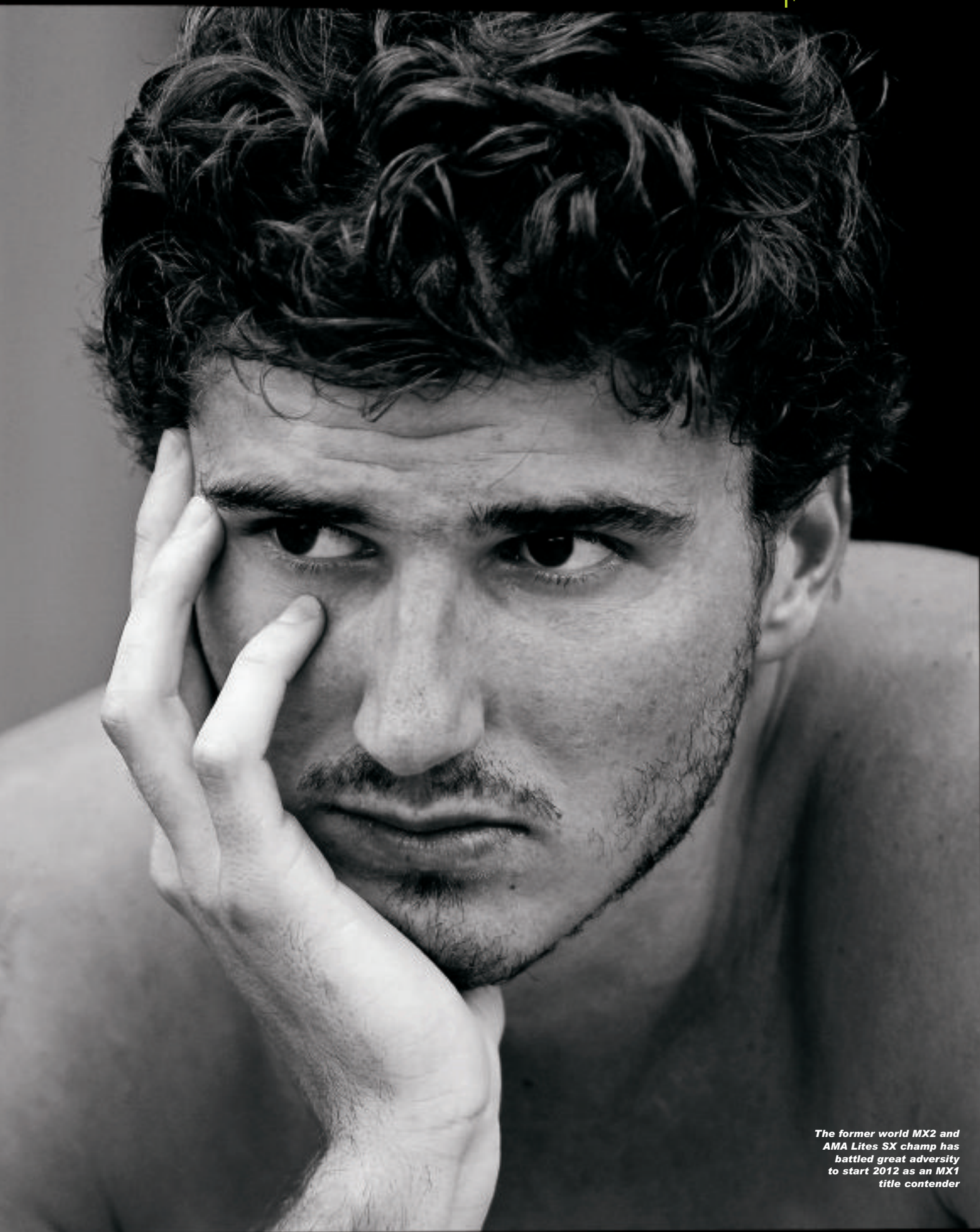
Pourcel's rise through the ranks has been nothing short of spectacular. Finishing an

incredible fifth in his first full season of GPs in 2005, he followed this up by mugging Tony Cairoli for the MX2 title in a nail-biting 2006. The following season he was lying second to Cairoli when, with only three rounds left to go, the series moved to Northern Ireland where a crash during warm-up left Pourcel with life-changing and potentially career-ending injuries.

"The track was okay – just like any other GP track – and I didn't feel any problem riding on it. My riding was okay and it felt like a normal day. It was a blind jump, there was no flags and one rider was on the dirt. I landed on his bike. I was on the dirt with pain everywhere – I couldn't move my legs and I realised that it was bad. I was in so much pain that it was hard for me to think."

>>





*The former world MX2 and AMA Lites SX champ has battled great adversity to start 2012 as an MX1 title contender*





Christophe's form at Matterley was sensational



## CHRISTOPHE ON...

### HIS IRISH INJURY >>

*"At the beginning I couldn't move my legs, the recovery was long and hard. I lost a lot of weight because the injury with my back created extra problems with my stomach. After a lot of hard work at a facility in Capbreton I could use my legs again, rebuilt the muscles and began to do some sport."*

*"The doctors initially told me that there was an 80 per cent chance that I would stay paralysed but after a year I could feel almost everything so I could get on the bike again if I wanted to."*

*"During my recovery I wasn't thinking about racing anymore. I was just trying to be healthy and was just happy to be back on a bike at all after the 20 per cent chance given to me by the doctors!"*

With the very real danger that he had been paralysed, Pourcel was taken to Belfast where examinations revealed he'd broken his sacrum – the last bone of the spinal column – as well as dislocating his shoulder. While certainly not good news it was initially thought that CP would be out of action for a couple of months, a prediction that proved to be way off of the mark as the French star was to sit out the entire 2008 season recuperating.

Of course, after a crash nearly paralyses you it's definitely not a given that you will immediately want to jump back on the beast that threw you. But as his amazing recovery progressed, so did the desire to race and with Mitch Payton holding open the spot on his Pro Circuit Kawasaki team that CP was due to fill before his accident the scene was set for a long-awaited return to racing.

"Mitch is always great with his riders," says Pourcel. "He supported me and didn't put pressure on me. He knew that I had to find my feeling alone and that added pressure wouldn't help the situation. I like motocross and racing and for me it became clear, I wanted to come back. My family was around me and they helped me a lot."

Originally aiming to make his comeback at

Anaheim in the '09 West Coast Lites SX, Lady Luck dealt him another crappy hand when a broken collarbone two months before put paid to that idea. So a quick change of coasts saw the comeback delayed three weeks until finally, 16 months after his injury, Pourcel rolled out for the Houston East Coast Lites SX. By this point it was already a fantastic story of triumph over adversity – then he went out and won the Main Event.

"It felt so good to win. It was just unreal. I had worked so hard on my mental and physical conditioning, I took my time and I needed to be reborn. I was very happy. It took me a lot of time and energy to come back – it was a personal victory before everything else!"

Taking a further four wins during the season, Pourcel wrapped up the title with a round to spare before finishing the season off by beating Ryan Dungey into second place at the East/West Shootout in Las Vegas.

With the SX title in the bag the action then moved outdoors when the series kicked off at Glen Helen and Pourcel carried on his winning ways, taking the opening moto of the day and grabbing fourth in the second for second overall behind Dungey. Throughout the season the pattern seemed to be set with Pourcel taking



*Christophe celebrated his first season back in action after sitting out 2008 by taking the Lites East SX title*



© Steve Cox



*A quick rinse after his race two win at Fermo in 2011*



*The Frenchman streaks to the world MX2 title in 2006*

© Suttty

one victory but unable to back it up in the second moto.

"The seasons in the USA are long and hard and sometimes the race conditions also are very difficult," explains Christophe. "I was back from a long recovery without any competition."

Heading into the penultimate round of the season, Christophe was sat on a 13-point lead over Dungey and had one hand on the title until an uncharacteristic Pro Circuit engine failure left the Frenchman with a first moto DNF. In the second outing a terrible start left Pourcel near the back and at the finish the Kawasaki rider could only manage 11th, trading his 13-point lead for a 17-point deficit. The following week saw Pourcel put in a dominating performance as he swept both motos but with Dungey going 2-2 it was enough for the Makita Suzuki rider to take the title by 11 points.

The 2010 season saw Pourcel back for his second year with Pro Circuit Kawasaki for another assault on the East Coast Lites SX championship. Taking the first three wins and collecting a further two along the way was more than enough for a successful defence of his SX title from Honda's Justin Barcia and with his confidence high Hangtown and the outdoor season couldn't come quick enough.

After tying the first round on points with rookie sensation Eli Tomac, Pourcel would spend the entire season at the top of the leaderboard. As the series headed to Pala for the final round Pourcel had a seven-point lead over Trey Canard – the sums were simple, finish in front of Canard and the title was his. But Pourcel didn't even finish the first moto. Instead, while comfortably ahead of Canard he hit a kicker over a step-up jump, went down hard and dislocated his shoulder. The crash handed the title to Canard and the Frenchman missed out on the championship for the second year in a row.

With two Lites titles hanging on his wall Pourcel's mind was made up that he'd achieved all he could within the 250F division and that it was time to trade up. In a perfect world it would have simply been a case of jumping on a Pro Circuit 450 but with Mitch Payton not running a big-bike effort a switch of teams was also on the cards.

"I wanted to step up into the 450 class and my contract was finished. Pro Circuit is the best team in the USA but unfortunately Mitch hadn't the possibility to keep me in this [450] class."

With Pourcel's decision to step up a class the smart money was on a move to the Factory Kawasaki team. But as Anaheim 1 loomed ever

closer it became apparent that the mercurial Frenchman was either holding his cards extremely close to his chest or that no deal had been struck. A statement from Kawasaki boss Mike Fisher was issued claiming that Pourcel and his agent had set a price that was too high for the team and as such no offer had or would be made – something that Christophe denies.

"At the end of 2010 I had my shoulder injury and I missed the title, the recovery took time – until the end of the year – and it would have been difficult to begin the SX series in January. I wanted to stay with Kawasaki because I like those bikes. The things were hard to manage because Pro Circuit is not involved directly in MX1. It was not possible to put all things together. I didn't even speak with Mike Fisher about money. He didn't even make me an offer."

With all the factory seats now filled Pourcel's decision was made for him and the SX series kicked off with the reigning Lites East champ teamless and watching from the sidelines. Although Christophe didn't seem bothered. "I wasn't too disappointed to sit out the series, I didn't care!"

With the SX already forgotten about, Pourcel turned his attentions to securing a ride for the outdoors and tested the 450s of GEICO







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Honda, Valli Yamaha and MotoConcepts Yamaha. While the Honda was strong it was set up for Brett Metcalfe and as such didn't really suit Christophe who, after a good test, opted to sign for MotoConcepts.

"I tested the MotoConcept bike and it felt good. The track was not hard and I didn't feel so bad. Also I knew that the Yamaha 450 is a good bike and I was confident to find good settings for it."

But within two rounds of the outdoor series it became brutally apparent that his choice of team had been wrong and after he didn't show for round three MotoConcepts Yamaha released a press statement confirming that Pourcel had been released from his contract.

"With my injuries and the hard times I had, when I don't feel safe and confident on a bike I don't push anymore. When I tried to ride hard with the Yamaha my back and my arms were so painful, just not normal. We tried some different settings but I reach so fast the limit of the team."

As it happens Christophe wasn't the only rider having problems as back here in Europe CLS Kawasaki's Ben Townley was struggling to find his mojo as he made his GP comeback. With BT's decision to quit and recuperate came an opening on the Pro Circuit-backed CLS 450 Kawasaki and with long-time friend and early sponsor Jean Jacques Luisetti being team

owner things soon fell into place and a deal was done to finish out the 2011 season.

"I knew that CLS had the technical support from Mitch but it was not my main motivation. I like the Kawasaki and I use settings as close as possible with the standard bike. I wanted a team where I felt good and with good people around me, with passion and honesty."

With high hopes and much fanfare Pourcel's first ride for the team ended with a pair of DNFs at the German GP. After pulling out of both motos and scoring no points the keyboard warriors were immediately questioning his motivation, heart and whether he even wanted to be in Europe at all. But as it turns out they couldn't be further from the truth.

"We tried some stuff and we came back to more standard settings. The engine is powerful and I like to ride smooth. We went in a bad direction and I didn't race the whole Germany GP because I didn't feel good on the bike. I explained it to the team and they did the work needed. Then it was perfect!"

With the team constantly improving the bike, so Pourcel's results improved and come the British GP everything fell into place with him taking a moto win and a third to share top points with Cairoli, eventually finishing the season with the most moto wins from the last four GPs.

"At the end of the season my bike was almost perfect. A bike is never totally perfect –



**Leading the opening race of last year's British GP**



**Super-smooth and in total control at Matterley – since his crash Pourcel won't push over his limits**



**His GP return in Germany ended in two DNFs as Christophe failed to gel with the bike or circuit**

we can still improve it – but my Kawasaki gave me a huge satisfaction. If I say perfect, my team will stop the development. Ha ha!"

For 2012 Team CLS Kawasaki will be called Team CLS Monster Energy Kawasaki Pro Circuit, running three programmes under team owner Jean Jacques Luisetti and team manager Yann Lozano. In MX1 Christophe and brother Sebastien will ride for Team CP377, in MX2 it will be Tommy Searle and Joel Roelants riding for Team Floride and in Team Junior NGS it will be Maxime Desprey riding in EMX2. Each team has the same main partners in Monster Energy, Kawasaki and Pro Circuit but will utilise different individual partners.

Having overcome his near career-ending injuries to the tune of two SX titles and now finding himself on a team that he feels comfortable in – and with a bike that he can perform miracles on – Pourcel is fired up and ready to rock.

"I have something to finish over here. I won a MX2 title and I want to win a MX1 title. There are so many good riders able to win in Europe – of course Cairoli will be the hardest to beat – but I will work hard. I feel good here with my team, I will do my best to win."



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Okay, so he's not exactly  
Mr Muscle but Adam Sterry's  
certainly not afraid of  
hard work





# PUPIL POWER!

**MAKING HIS MAXXIS MX2 DEBUT AS A YEAR 10 STUDENT WILL PUT ADAM STERRY AT A MASSIVE DISADVANTAGE BUT SHOULD WE BE WRITING THIS SPEEDY SCHOOLIE OFF JUST YET? I DON'T THINK SO...**

Words and photos by Suttý

Adam wrestles his 250F around Duns in last year's MX2 series – he was just 14 at the time



It's an exciting time for British Motocross right now with a scorching selection of speedy 16 n' 17-year-olds coming out of the youth ranks ready to take on Britain's best in the Maxxis British championships and Red Bull Pro Nationals. I'm on about riders like Bradley Pocock, Ryan Houghton, James Dunn and current BYMX champ Nathan Watson who've already proved themselves at youth level and are ready to knock it up a notch as they arrive in the adult ranks. But there's another kid coming up who perhaps is even more remarkable.

The 2010 BYMX Big Wheel 85cc champ, Adam Sterry could've chosen to stay down and defend his title on a 150F last year but instead stepped up to full-sized bikes a year early. And after making a steady start to the BYMX series the speedy schoolie from Sealand – that's the small town just on the Welsh border rather than the principality perched out in the North Sea – went on a summer winning spree, taking the top step on the podium at three rounds on the trot and sharing the series lead with Watson headed into the championship finale at Milton Park.





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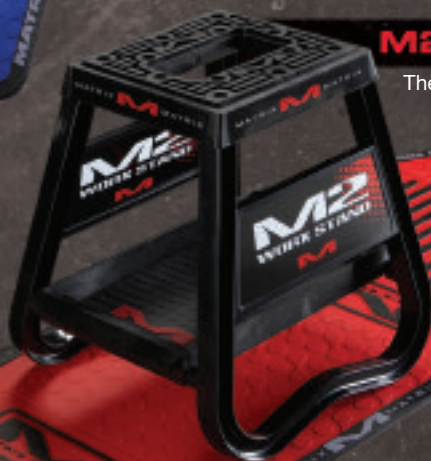
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Completely new PVC 2ft x 6ft work mat available in factory team colours

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In a winner-takes-all weekend that went off just over a week after his 15th birthday, Sterry seemed to be in control and running 3-1-1-2 in the first four motos gave himself a seven-point advantage heading into the final moto where a third place or better would have seen Adam take the title. But a catastrophic last race saw crashes and take-outs scupper all chances and an eventual 20th place finish gave Watson the win.

"It was a big disappointment at the time but looking back now it's not that big a deal because it hasn't really changed anything," says Adam matter-of-factly. "I think people saw how hard I was working and how I improved throughout the year to achieve what I did."

"Coming into the 2011 season I just wanted to be in the top five in the BYMX and able to run up there with everyone which is what I was doing in the early part of the year. I was getting good starts and running the pace but then I'd get a bit tired and drop back."

"After the third round at Duns there was a five-week gap in the series so I was able to knuckle down with my coach Rich-Mike Jones and do some hard work. We worked on strength and cardio with a programme from Alan Milway and I started doing a lot more riding techniques too. After that I felt like I could ride the bike a lot better and I could put it where I wanted to – we started to see a real improvement and that's when I started winning."

With more and more big teams looking towards the youth ranks to find the next big thing offers of a ride for 2012 weren't in short supply although the deals weren't always necessarily that great. "I was offered some rides where the team came asking for money but that's not something I was interested in. If I'm going to be on a team it should be because they want me to ride for them and not because they want money from my family. I was always certain that I wanted to stay on a Honda and in the end we decided to go with the PAR team because they had the best deal for me and my circumstances."

And they are quite a special set of circumstances. Adam only turned 15 on September 2 and that means he has another year-and-a-half left at school before he's done with his GCSEs. So while some of his pro-class peers are full-time athletes Adam has a whole heap of school and homework to take care of before he can concentrate on doing what it takes to be mentally and physically prepared to race.

"In some ways I do feel like I'm at a disadvantage to the full-time guys but I've got to make the best of the situation – my mum and dad are adamant that I'm to finish school and also keep a high attendance rate. School are really supportive to be fair and they're willing to

give me as much time off as I want because they know I race at a high level but since starting Year 10 in September I've maybe only had a couple of days off – one to visit the Dirt Bike Show and another to sign my contract with Paul Rowlands. I'll probably take a day off here or there in the run up to the season starting but I won't be able to disappear for weeks at a time to go training and testing in Spain or America like a lot of the guys do."

"On an average week I'm at school Monday to Friday from 8:50 until 15:10. Resting is really important so I'll only train on Tuesday and Thursday evenings in the gym and then the other times I'm either resting or getting my stuff ready for the races. I definitely can't train and ride as much as I'd like to but that's just the way it's going to be until I finish school."

"It's not just the time constraints that make things difficult," adds Adam's coach Rich-Mike of the RMJ Academy ([www.rmjacademy.co.uk](http://www.rmjacademy.co.uk)). "His school schedule has him doing four PE lessons on a day when we also need to be in the gym straight after school. While you could say that it's all exercise and it all helps it's not the right type of exercise for motocross and it's also draining his body so he's less able to train to his maximum potential."

>>

Putting in the gym time with trainer Rich-Mike



## STAR PUPIL!

### STERRY'S STELLAR SCHOOL REPORT!

"The feedback his parents John and Janet get from his teachers at John Summers High School is that Adam's unbelievably brainy and his effort grade is A. All his teachers say he's the perfect pupil because he's very bright and they don't get any backchat from him, he just gets on with his work and gets good grades!" – Rich-Mike Jones



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# STERRY GOLD!

## ADAM'S FAVOURITE STUFF...

**Favourite film:** Inbetweeners movie  
**CD:** Example  
**Drink:** Vimto  
**Pizza topping:** Sweetcorn  
**Chocolate bar:** Cadbury's Fruit and Nut  
**Lesson:** PE  
**Number:** 811  
**Place:** Dunkirk  
**Celebrity:** Leigh Francis aka Keith Lemon  
**Rider:** Dean Wilson  
**Track:** Dunkirk  
**Colour:** Red  
**Smell:** Victory  
**Superhero:** Kick-Ass  
**Dinosaur:** Carcharodontosaurus  
**Animal:** RMJ's dog Kizzy  
**Meal:** Steak and chips  
**Cereal:** Fruit and Fibre  
**Fruit:** Apple  
**Vegetable:** Potato  
**Tree:** Christmas tree  
**Cartoon:** The Simpsons

"Things like that all make it hard for him to be his best but for the next two years it's the way it's going to be so we'll just do as much as we can – Adam will ride and train as much as he can given that he has to go to school. We're not too worried about his results so long as he continues to give 100 per cent because that's all we – myself, his parents and the PAR team – can expect from him. We realise he has to go to school and if that means he's not able to get great results at first then that's how it will have to be.

"That's one of the reasons why Paul Rowlands has done a two-year deal with Adam because he's smart enough to realise that Adam's schooling is very important and that attending school full-time might have a negative effect on his results. What Paul didn't want to do was help Adam through his first year as a pro and then have someone poach him in his second year when he's starting to get the results he's more capable of.

"I really believe that Adam has what it takes to go all the way eventually though – he's a good student and soaks up advice like a sponge, he's not afraid to work hard, he's naturally very athletic and also a very talented, technically skilled rider."

While it's obvious Rich-Mike and the PAR Honda team have a lot of confidence in Adam's ability what does he think he's capable of?

"Everybody's goal or dream is to be world champion and I'm no different. To achieve that would be a dream come true but it's exactly what I'm aiming for. I'm going to keep working hard – and I mean hard – and hopefully I'll continue to keep getting the great support I have now because I understand how much work goes into being a world champion and not just from me. I think if I keep training and putting in the effort then I can achieve that goal and that's obviously something I would love to do!"



Adam's got a bright future – but first he needs to take care of his schooling



Pounding out the laps in pre-season training at FatCat



*Imagine seeing this –  
in the mirror! A psyched-up  
Wakker would put  
the willies up you and  
no mistake...*







Geoff drops over the logs  
on the Christini 250X

# VIVA LAS VEGAS!

**OUR SIDEBURNED SPEEDSTER SWINGS BY VEGAS  
TO CATCH UP WITH THE ENDUROX RAT PACK...**

Words by **Geoff Walker** Photos by **Eric Narvaez**

**I**t's a few years since I last raced in Sin City so when the opportunity arose to do it again in 2011 I was absolutely pumped to get out there and get it on! To say I have had a good time racing the EnduroX events in Vegas is an understatement, the atmosphere is amazing with everyone having a friendly nature off the track but it's a very different story when the racing starts and that's exactly how it should be – respect off the track and cutting all hell loose on it. Tremendous stuff.

My plan for everything had its usual Wakker flaws with no bike organised, no paperwork, race number or general idea of what was going on so I felt right at home as Tony O dropped me off at Heathrow. Organisation takes organising and that is hard work. To be fair I was flying out to LA to hook up with my wingman and Molson World Team's main man in the USA – Scotty

Denison – who, unlike me, is the most organised human on earth so once again I was in good hands.

An email to the most enthusiastic tech pairing in the world – Steve Christini and Ash D'Antonio at Christini Technologies – had a well run in All Wheel Drive Honda CRF250X ready for me to use thanks to its owner Adam Booth. The last time I raced a Christini AWD machine was at the Tough One a couple of years ago when I took 12th place in Pro. For that event I used a KTM 300 that had the AWD system built into it so the power and lightness was immense. The indoor confines of the Orleans Arena would present an even tougher challenge for the heavier and less powerful Honda trail bike but here at DBR we love a challenge and I love Christini AWD so all was perfect in my head space... >>





De rockery de diddley!



Cumbrian Jonny Walker continues to impress with his two-wheeled skills. Good eh!



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## THE OTHERS!

### BATTLIN' BRITS BUST BIG!

The UK had some great representation in the form of young Jonny Walker in Pro and Kurt 'Nitro Circus' Nicoll in the Vets class. This was Jonny's first AMA EnduroX race and the super-pleasant young man of immense skill laid it down to the established stars of the American scene by making the Main after pulling out a second place in the LCQ. Great work Jonny!

Kaptein Kurt has been working hard this year in the Vets EX series and the Vegas round counted as the main final. It didn't matter how many wins or points you had in the bag, the Vets championship was down to this race. Kurt took it on and killed it from the end of the first lap after taking the lead from Adam Booth (owner of my race bike). It was great to see Kurt up there on the podium and an AMA number one plate is nothing to be sniffed at! Congratulations El Kaptein!

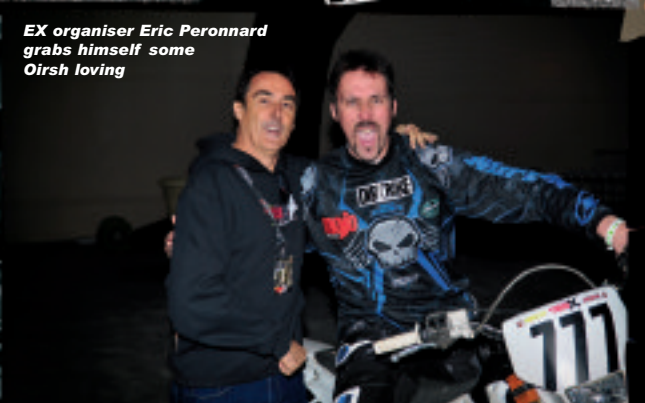
De logs de diddley!







**EX organiser Eric Peronnard grabs himself some Oirsh loving**



Scotty D, as usual, had a plan in motion before I rolled up at his Lake Elsinore HQ. The bike arrived on Wednesday, was prepped and then tested on Thursday at the Glen Helen EX track then re-prepped for the race before we left for Vegas on Friday for the Saturday race programme. Just like that – as Tommy Cooper used to say! After a four-hour drive to Sin City we rolled into the Orleans Hotel Casino complex at 11pm. There's nothing like the atmosphere of a Vegas Casino but it was an early night ready for a long day of indoor extreme fun!

Eric Peronnard and the track crew had once again worked their magic to create a landscaped garden with an amazing track running through it. Rocks, logs, water, boulders and a whole lot more greeted my eyeballs as I checked the track from the stands. What a sight! The unique buzz was already in the air as the day programme practice sessions were about to start.

Scotty D took the first steps onto the track and ripped out some smooth laps. Chris D was in the last session and the ex-freestyler looked wild but carried good speed over the obstacles until binning it or coming to an abrupt halt.

The track is run one way for the day programme with no water feature, then it's reversed for the evening and the water pool is filled up to keep things fresh and wild for the fans. It's free to watch during the day so quite a few spectators take a wander away from their gambling duties in the casino to grab a slice of EnduroX action. The key to this sport is entertainment and that comes along every second of every session. There are bikes and bodies all over the track and some of the greatest over the bars crashes you could ever imagine as seemingly dark forces rip bikes away from racers.

Our crew for the event once again included Mr Eric Narvaez. EN shot the 24-hour race a few weeks ago and was on hand to help out as well as capture the action. Eric is a top bloke and gets in among it as much as possible. The day programme went well with Scotty and Chris smashing out the laps and just missing the cut for the finals. Next time gentlemen!

Angry Ash dropped some Works Connection bash guards over for the little Honda so we got busy fitting so we could keep the little ripper going through the rock sections. I didn't really want much more weight on the bike but it had to survive the track and that means defence against rocks! With the rest of the Pro field running race bikes with stripped out, two-speed gearboxes and thousands of dollars worth of lightened parts on board I wanted to put the X on a diet, not beef it up!

The bike was ready and I was ready so it was time to get to the track walk and get the first session of training in. There is a tension on the track walk as everyone looks for the best lines in the rocks and whatnot. I kind of wander around thinking everything is great and how lucky I am to be there and then sit on the bike for practice thinking I should have looked at some lines instead of chatting... Ah well!

The programme runs through this format – track walk, two five-minute training sessions for the three groups of pro riders, then the individual hot-laps for each of us to determine our qualifying positions for the night show. The track is watered for the afternoon sessions and things get very slippery. There's nothing else like the experience of riding out onto the track for the first time to test mind, body and bike against the obstacles and then your testicles against the petrol tank!

The practice sessions were average for me and as usual I was nipping back to the van for a little tweak up on the bike between sessions. The hot-lap line was forming and UK ripper Jonny Walker was in line to head out for his qualifying lap one place in front of me. He turned around and asked me what tactics I was planning on using. "You just pin it as hard as you can for the one lap and hope!" He laughed and duly went out and pinned it... >>





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# CHEERS DUDES!

## OUR DIRT BIKE FIEND FANKS HIS FRIENDS...

Many many thanks to everyone involved in making yet another DBR adventure happen. Sean, SuttDawg and Marge @ dirtbikerider.com, Scott and Chris Denison, Eric Peronnard and the EX crew, Steve and Ash @ Christini Technologies, Adam Booth, Molsongroup.co.uk, Oakus Ltd Civil Engineering, Stolen BMX, Three Cross Demolition, Molson World Team, Falconer Photo, Tony O, No Fear Europe, Shoei, Gaerne, Nukeproof.com, ISO2 Sports Nutrition and H, T and T.



Scotty D and G-Dub compare facial hair...



The last time I raced Vegas I went into a full body lock up due to the nervous tension before the hot-lap. This time felt different. I didn't feel the pressure and I was after a clean lap to justify my place. The laid down tyre section came just after the start of the lap and I managed to come to a halt just before the end of it. I had managed to balls the lap up at the beginning. I got going again and the rest of the lap went smooth. The #777 DBR machine was in seventh position after the lap. I was happy to have picked up the pace but unhappy at the time as seconds had been lost due to the stall on the tyres. I still ended up in 23rd position which is my highest qualifying slot in Vegas! Pumped!

Although this was good I knew that unless you can get up the inside in the insanely short start straight you're in for an early bath. I was going to the line for the evening show in heat number two with eighth pick for the gate. It was going to be a tough night and with the unbeaten all year Taddy Blazusiak in my heat things would be a little tougher.

Things happen pretty quickly once the evening show starts and lining up for my heat seemed to come along in no time. I had a

hotshot in gate nine outside me for the heat. This kid lined his bike up at an angle towards my line. At this point I knew it was curtains for this heat race so I made it my goal to hit him as hard as possible. No ifs or buts, the little Christini Honda with the large human on board would be having the first collision of the night approximately one metre into the race...

Sure enough the gate dropped, contact was made followed by more contact in turn one. It was a long few laps after that, avoiding and causing carnage. Ninth in my heat wasn't going to cut it but the semi-final was approaching fast. I managed to run second for a while in the semi the last time I raced Vegas so I was keen to get it on. I had to hope for carnage on the first lap as the field was stacked with stars desperate to make the Mains.

Eric Peronnard came over just before the start of the race and offered me some words of advice. Of course I completely ignored my very good friend and tried to pin it from the outside to make the turn... Boom! Hit in the first turn but still on board! Over the log and with still only a few in front of me I got a little excited. This lasted a split second before I got collected from

somewhere and ripped off the bike.

The Shoei touched down, my eyeballs rattled and I didn't know which way was up. Eric P and his crew got me off the track and I think they asked me if I was okay. I must have been because I took off at the back of the pack to try to get the laps in with the hope of everyone suddenly being unable to finish so I could unlap myself and take a tremendous victory and advance to the finals. Unfortunately I could not accomplish these goals so it was the last time through the chequers for me and once again I failed in my quest for glory. My head hurt, my pride hurt and my body hurt. All in all EnduroX can bite you. That's why I love it and everything that goes along with it...

I hope to train hard, stay healthy and make a season of EnduroX happen later this year. This was another amazing experience. Great times and a big congratulations to Taddy and his team for the perfect season malarkey. I'm hearing rumours of a certain human who isn't too bad at trials and goes by the name of Toni Bou wanting to dip his toe into the EX world. This could be the Kryptonite required to take Taddy down and it all kicks off at X-Games. Watch this space...



MAX ANSTIE'S DAD MERV  
(KTM) FEUDS WITH DAVE  
THORPE FOR 4TH PLACE  
IN WET FIRST MOTO





# MUDDER MOST HORRID!

BROKEN BIKES AND BROKEN DREAMS LITTERED THE REUTLINGEN CIRCUIT AFTER A WONDROUSLY WET 1987 WEST GERMAN 500cc GP...

Words and photos by Jack Burnicle

**T**he European Quadcross championship visited Reutlingen in Germany on a wet weekend for the third round of its 2011 season. But the riders can probably count themselves lucky because the first time a world championship motocross grand prix landed in the town that is twinned with Ellesmere Port – 'The Home of the Vauxhall Astra' – we suffered one of the most saturated GPs on record...

The 'Rad und Motorsportklub Reutlingen' was actually celebrating its '25th International ADAC Moto-Cross' on the last day of May, 1987. The 'Moto-Cross Rennbahn Beim Sportpark' had originally burst into action in the late sixties and ran its first international in 1972. June 1974 brought their first German championship round and sidecars were always popular visitors with Englishmen Nick Thompson and Gary Withers victorious in 1977 before the club was finally awarded its first 'Grosser Preis von Deutschland' 10 years later.

The 1987 500GP season had got off to a sticky start at Yunquera, near Madrid. There, in rich red mud, reigning world champ Dave Thorpe had paddled his factory Honda to a double victory ahead of Hakan Carlqvist (Kawasaki). In France on a dry, hot weekend, Thorpe beat Carlqvist again and when a flat front tyre downed the Swedish veteran in Austria, Thorpe secured a third successive overall win and a commanding 33-point lead in the series.

But the Englishman's Scandinavian trip turned unexpectedly sour – in Finland a slipping clutch and a heavy fall inflicted on David his first double grand prix DNF in three years. Then a week later in Sweden a lowly seventh – "just riding badly" – and a front wheel puncture allowed Honda-mounted Belgian Georges Jobe to draw level on points. The West German round, halfway stage in the series, suddenly took on serious importance...

Torrential rain greeted us on Friday afternoon. As hapless chauffeur for Kawasaki boss Alec Wright I was instructed to stop for no-one in case we got stuck. And in any case we hadn't any passes. Taking Uncle Alec at his word I launched into a line of obstructive, gun-toting soldiers at the main gate, carting one of them 20 yards on the Merc's bonnet! "Bloody 'ell, Jake, I didn't mean kill 'im!" squealed

the legendary 'Ace Boss'.

A brighter Saturday saw the bikes peel off the top layer of clay round the huge, handsome track revealing earth embedded with stones, rock and slate. By the end of the afternoon it was in prime condition but more rain was forecast on race day. It came, right on cue, as the early morning (8.30am!) free training session got under way. From that moment on this was destined to be a very damp GP!

No fewer than 12 Brits had featured in a mammoth entry of 94 riders and nine made it through qualifying. One of them, Kurt Nicoll (Kawasaki), posted fastest Sunday morning practice time to line up ahead of Carlqvist, Thorpe, Dave Watson (KTM), Leif Persson (Yamaha) and Kees van der Ven (KTM). Jobe lay 10th, a full five seconds off the pace, Heinz Kinigadner (KTM) 13th and Rob Andrews (Banks Honda) a distant 28th which just goes to show how irrelevant a form guide such an exercise can be!

Rain poured down as the field lined up for race one and, with riders blinded by mud and spray on a high-speed collision course from the extreme edges of the 30-man front row, the fast first turn looked perilous. So it transpired. Persson, his front wheel clipped as the pack lashed through the right-handed sweep, catapulted end over end. His YZM500 ended up lying in the 10th turn of the tight-knit first half of a majestic circuit waiting to greet early leaders Kurt Lungqvist (Yamaha), Jobe, Mervyn Anstie (KTM) and Andrews.

That first-turn mayhem crucially delayed the fast guys who started from the far left of the grid. While Nicoll and Thorpe waded desperately through midfield, Lungqvist fell and released Jobe to control the whole race, eventually a cool 30 seconds clear of his pursuers. Behind him all hell broke loose! Carla fell on lap three and allowed Andrews through to second, ready to play tortoise to Hakan's hare!

By half-distance Carlqvist had burst back into second ahead of Rob, Merv and Lungqvist. Five minutes later Hakan pitted to fix a dangling clutch lever – the tortoise, riding resourcefully, once more inherited second place. With two laps to go Carla and Lungqvist were hounding the Banks Honda but suddenly the Swede, both tyres punctured, was struggling in the relentless slime and a possible second evaporated into eighth.



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

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## DESCRIPTION SIGNALEMENT

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"It would not go up that big hill on the last lap," gasped a choked Carlqvist. "I got halfway and had to roll back, then ran up beside it pushing!" The rim spinning so hard inside the rear tyre that clouds of rubber smoke engulfed the hapless Hakan, 15,000 hardy German fans heralded his arrival long after a jubilant Jobe.

Nicoll never made it, a clogged Kawasaki grinding to a halt on the start straight. Thorpe passed Anstie for a relieved fourth place finish and Kinigadner recovered to ninth.

The rain had ceased for race two, conditions changing to a glutinous quagmire as the faster qualifiers hijacked the inside line, leaving the slower guys to suffer in turn one. Jobe once more took command, gradually dropping Thorpe as a cheerfully relaxed Kinigadner picked his way round in third. Nicoll's Kawasaki steamed to a halt again and Carla's Kwacker also caught the disease, two stops for water leaving the old maestro stuck in bottom gear yet still charging back into the top 10 before

the bike finally expired!

Unlucky Andrews, delayed in turn one, fought back to ninth within clutching distance of sixth-placed Watson but it wasn't enough. Kini nicked third overall behind Thorpe and winner Jobe who was never headed in the championship again that year.

As darkness descended on the mire, Uncle Alec fishtailed the Merc wildly out of the paddock collecting 30 yards of wire fencing that wrapped itself round the rear diff. I was ordered underneath to disentangle the mess, emerging in a worse state than the riders. And Alec obtained a refund from the car hire company after complaining the wretched car wasn't running properly!

Although Reutlingen still welcomes back quads and sidecars the club only ran two more solo GPs. Thorpe returned to win his first grand prix for Kawasaki in 1991 and Joel Smets (Husaberg) clinched his first world title there in the final round of 1995.

**THE ROSTRUM ROB ANDREWS MISSED:  
ELATED JOBE, HAPPY KINI, FURIOUS THORPE!**



**SECOND IN RACE TWO,  
DAVE THORPE'S TITLE  
LEAD IS GONE FOR GOOD**



**ROB ANDREWS HOLLERIN'  
HIS BANKS HONDA TO A  
CAREER-BEST SECOND  
IN RACE ONE!**

## **BRIT LUCK!** **A BRITISH BATTLER RELIVES JUST MISSING OUT ON PODIUM GLORY...**

Rob Andrews' Reutlingen weekend hadn't got off to a promising start on Saturday. "The Honda just kept running on into corners," remembers the Worcestershireman. "It made the awesomely steep ski-jump off the hilltop even scarier! So I wasn't quick in qualifying. With a fast right-hand first turn it looked best to start wide on the left but all the good places were taken. Then in the rain everyone ran into the fence at the end of the straight. The riders on the left were boxed out while we tip-toed through on the inside. Georges got away and I never really saw him. I didn't realise I was lying second until I saw my pitboard!"

"Carla was clearly faster than me and going at some rate of knots but didn't stay on two wheels. You lose far more time falling off – better riding at 90 per cent and staying on and I didn't mind mud. We Brits were generally good in it though the track was horrible – deep, gnarly and greasy! Apart from Hakan careering past I never really ran into anyone else. It was quite lonely. And actually quite easy, as it often is when you get away and keep your nose clean! I was going faster than DT and Lungqvist. If I'd known what I was doing differently that day I'd have been a consistently better rider than I was!"

"Second race everyone got wise and moved to the inside so I was a victim of being run wide. I came from way back through to ninth. It was the second time I'd lost out in a tiebreaker so I never stood on a grand prix rostrum!"



FatCat on a cold day  
in December is in  
perfect condition



# LOVE MACHINE!

**NOW BACK IN TRUE OFF-ROAD TRIM, OUR DEPUTY DAWGER DIGS OUR RMX450Z LONG-TERM TEST BIKE EVEN THOUGH IT'S NOT QUITE RIGHT YET...**

Words and photos by Sutti

**L**ove will make a man do stupid things. Stupid like get out of bed before the sun rises, drive a half hour in the wrong direction – while singing the Arctic Monkeys' rendition of Love Machine – to pick up Charles and then wrestle a Vauxhall Vivaro sideways down frosty country lanes in a snowstorm, all just to get to the prize on which he's set his eyes. In this case the prize is a day of riding at FatCat Motoparc and as mid-winter off-road riding prizes go it's as sweet as any.

Now the RMX is in motocross trim (not quite true but more about that later) it'd be rude not to partake in some dirty, circuit-based shenanigans that don't just involve turning left. Firm at first due to a slight ground frost the FatCat race circuit soon softens up making for an enjoyable and testing track to turn my first MX laps in a good while which I'm gonna use as an excuse for my serious lack of speed and style. Superb!

Still, scratching around in the sand taught me two, no best make that three, things. One – a half-arsed cycling regime doesn't keep you anywhere fit enough for motocross, two – my 14-47 gearing isn't at all perfect for MX use and three – my suspension settings aren't even in the ballpark right now.

The wide-ratio cogs in the RMX box make all gearing decisions difficult so I'm gonna go back to stock and start again from

scratch. I'm not saying that the Suzuki lump's grunt isn't enough to pull the bike and rider at a good speed with this set-up but there's more speed to be had and as things stand the jump from third to fourth gear is a gap too far with second-from-top killing the motor's buzz. While I know I have the right ratio for short track and TT racing I reckon for MX and definitely for enduro it needs to be a little lower.

Before I get too carried away with the boingers I'm gonna go back to the stock settings and go from there. If I remember rightly I stiffened and slowed the shock's action at the Rhyl half-mile to stop the bike speed-boating under acceleration which on flat ovals works chuffing well but off-road not so much.

Speaking of the ovals, I'm looking to return to flat track action this summer. The dates for the GNC series have been released and aside from two catastrophic clashes – the first with the second round of the Maxxis and another with the British MXGP – it'll be possible to squeeze in some sideways action although probably not on the RMX as that'll have gone to a new home by then. I'm looking at some different possibilities, the least appealing one being raising the funds to buy a brand-new Co-Built by offering truckers services in exchange for cash up at Carnforth truckstop. Desperate times and all that...





## DBR TESTED!

### GOPRO HD HERO2

While they're the bane of my life as they look so fucking ugly perched on top of a rider's helmet – or even worse attached to their chest like Iron Man's powerplant – there's no denying that those photo-ruining GoPro cameras are becoming more and more popular with the action sports crowd which is understandable considering they constantly deliver awesome footage in a range of conditions with minimal input from the user.

We've had a GoPro Hero up at DBR Towers for a very short amount of time and just as we were getting to grips with it we get sent a GoPro Hero 2 to test n'all! Sweet! The problem is that the Hero 2 is so much better and easier to use than the original model so we've kinda put the Hero to one side to be kept as a back up while we put the 2 through its paces.

The latest offering gives a full 170 degree field while shooting broadcast quality footage at 30 frames per second. If you lessen the quality it's possible to shoot at up to 60 frames per second. In good light the colours seem much more vibrant and realistic than on the original Hero while everything seems sharper too, probably thanks to the new lens.

As well as video the GoPro Hero 2 can be used as a stills camera. With an 11 megapixel sensor – as opposed to five on the Hero – the quality of image is much higher but the biggest problem with using the GoPro for stills is that A) there's no viewfinder to line your shot up unless you fork out another £79.99 for the LCD BacPac and B) the shutter speed is always that bit too slow for really crisp action shots unless it's ridiculously bright where you are.

That said for the majority of users the results you get with a GoPro 2 will blow you away. If you don't believe me have a search on YouTube where you'll see stuff that'll blow your mind – make sure you put a helmet on first so your mom has less of a mess to clean up afterwards. There's definitely some inspiring stuff on there so check it out...

Overall, I would say that the biggest benefit the Hero 2 has over the original is how easy it is to use and set up. The original used incomprehensible abbreviations in the settings menu that had me reaching for the destruction manual on a regular basis while the new model uses actual words on the little screen so getting the tiny wonder to do what I want is really easy. That said, once you've got the original Hero set up how you like it it's a solid performer for both stills and video.

Both models of GoPro are incredibly robust and there are plenty of spares available through the Madison dealer network. To check out the full range of GoPro products log on to [www.madison.co.uk](http://www.madison.co.uk) where you'll find all the info you could ever need. We'll continue to test both GoPros and when we figure out the best way to work 'em and have some awesome results we'll start sharing the footage at [www.dirtbikerider.com](http://www.dirtbikerider.com)...

**Price:** HD Hero £199.99 HD Hero 2 £299.99

**Supplier:** [madison.co.uk](http://madison.co.uk)

**Contact:** 0870 034 7226

Now back in MX trim, the fo-fiddy needs some set-up TLC to get the best from it





# MODEL LOOKS!

**PS3 IS QUICKLY BEING RETURNED TO SHOWROOM STANDARD WITH THE SUSPENSION, PLASTICS AND GRAPHICS BEING ADDED TO THE PILE OF JOBS DONE...**

Words by Rob Bayman Photos by Andrew Walch

**W**ith various PS3 parts in so many different places at the moment our 'work in progress' category expands almost daily but with nothing reaching completion our project is in danger of grinding to a halt – luckily Andrew saw the downtime as an opportunity to demonstrate his photographic flair.

This month we – or rather everyone other than me – had loads of fun mimicking the iconic 'Fred with Tyres' image, the American poster that provoked a sensual awakening in a generation of young girls and mature women. Doubtless my picture will be torn carefully from the magazine and then adoringly tacked to bedroom walls around the world.

Although the other bloke in our picture does share some resemblance to me – such as his pale flesh and rugged shaved head look – to avoid confusion I'm the one standing in the picture. Let me tell you, late December is not the perfect time of year for this style of art but after borrowing a couple of Michelins from Commander Picket of MotoXmanix to create our 'Rob with Tyres' MX slant on the poster we felt committed. I take my assignments deadly seriously and must point out that my super sexy pout is not natural, it's an intensively rehearsed expression – think Blue Steel – to demonstrate to younger lads how any dead butch motocross racer should look if they want to attract girls. Anyway, I digress...

The suspension is well under way and, as mentioned last month, ProAction have my new internals ready to install which will cost a fraction of alternative options. The 465H front end was praised by the critics in the day for its predictable reaction and smooth operation, although adjustment was limited to air gap, oil viscosity, spring tension and air pressure. The rear wasn't so acclaimed, earning the YZ465 its nickname in Europe of 'The Pig' or on the other side of the pond 'The Yamaha'.

The cantilever rear featured some provision for self-adjustment with a whole 15mm of variable spring tension (the 32mm spanner needed came within the spares kit), alternative spring options and 24 clicks of adjustability – although 25 per cent of its adjustment was needed before any difference was noticeable to anyone I ever met. The biggest failing of the shocker from a functional perspective was the internal aluminium damper adjuster pin which ran up the centre of the damper rod to relieve

tension on the shim stack. It invariably corroded and fused itself in one position then, enhanced by our ignorance of the system, many riders wound the adjuster in without realising. The slower reaction setting then became permanent until the damper was stripped and the corroded pin drilled out and replaced, a common steel in connection with aluminium problem.

Now we all understand suspension a little better we can confidently introduce some new valve arrangements to improve function across the range, although I will consider it a huge leap if I can merely stay the same side of the bars for a full race. ProAction founder George Quay started his company when working with early Yamahas – trading as Keystone Yamaha – so I hope to experience something rather incredible from the formerly unsympathetic YZ rear end. I recall braking bumps were a problem or whooped out straights when the shock absorber would stack up and inherit the habits of a pre-construction unit.

The motor is now complete and donors are supplying the remaining missing parts as friends and supporters get aboard the PS3 bus. Jones Restoration Services have already replenished the swinging arm, brake plates and triple clamps ready to fit back into place once the frame is collected from the powder coaters. Jones Restoration Services are also working on the wheels to recover the battered rims and re-lace the spokes. In short it's coming together a treat but seasonal shutdowns have put us back a couple of weeks.

New plastics courtesy of DC Plastics in America sit waiting and the tank has been smoothed with 2000 grit paper to rid it of the battle scars as suggested by fellow YZ enthusiast Scott Curtis. New Venhill cables sit waiting in the workshop and MXM have made me a custom seat cover which keeps the extended front piece as well as fixing me up with copy '81 European YZ465 decals which greatly differ from those on the yellow US 465s.

I wrote in our opening feature that we were missing a few items and our thanks extend to Lee Jackson of Cheshire County Crossers who sorted me a 38mm Mikuni carburettor as well as a number of CDI boxes, three flywheels and a stator. Lee warned that the CDI/stator/flywheel combos may be incompatible, alerting us to be careful as the motor could kick back like a wild colt or – even worse – run backwards! I have seen

more than one Montesa rider hurl themselves onto the front fender as they dump the clutch while poised for forward motion...

The noticeable difference in the CDI between 465 and 490 is that the 465 has bullet connectors whereas the 490 has a single triangular plastic plug. The Bible, rather, the manual codes all the correct colours for the simple system – three wires from the stator (white/red, brown and black) go straight to the CDI, the black/white wire to the kill switch, the orange wire feeds the coil and the black earth wire grounds the coil and kill button as the crush-mounted bars lose conductivity through their rubber mounts.

The Mikuni 38mm carb – VM38SS to be exact – for factory standard jetting should have 390 main, 45 pilot, 6F16 needle with the clip in the middle and a 3mm cutaway on the slide. Our carb has suffered some erosion over its life from acidic sand or soil but an hour in the ultrasonic bath made a significant difference, penetrating the stubborn etched-in dirt with sound waves to rid the body of its unattractive coating. Jones Restoration Services vapour blasted the carb body and the results are outstanding.

Having been through every 465-related posting on the internet I read tales of poor performance from anything other than the recommended 20:1 fuel mix, although modern oils should in theory be able to function on a leaner mix. Deeper information also rants about increasing to a 4mm slide cutaway to clean up the mid-range although this may be less use in the UK as many 465 postings tend to be SoCal-based and therefore not suited to our climate.

The pipe situation is still under debate. Greenie's shown some interest but favouring a particular 1mm thick low carbon steel grade CR3E61 was a threat until local racer Kev Bratt came forward with a full sheet.

I took a welcome call from Samsung Yamaha head honcho and former DBR contributor Roy Emberson after the last magazine hit the streets. Embo's running a parallel project of his own with a 465 and I've already invited Roy to enter one of his riders on my bike for the 2012 Vets des Nations if he's a bike short. Now that would be cool to see PS3 put through its paces by someone more adept than myself. I will race the Over 50s class throughout the 2012 National Twinshock series and document my exploits across these pages but would also love to see my bike in Roy's camp at a major international event.





*Rob, left, shares centre stage with his Michelin Mini-Me and some of the beautifully refreshed 465 components*





**TAS Suzuki's new MX1 signing Stephen Sword tears it up on the team's home turf at the Belfast SX**





**P**ositioned in Northern Ireland's rural heartland, finding the TAS Racing headquarters in Moneymore, County Londonderry, is certainly a needle in a haystack job – until, jumping out of the picturesque landscape, I spot a 40ft truck heavily branded in the now famous TAS Racing livery.

Up until 12 months ago the very same racetruck serviced TAS Racing's BSB and international road racing exploits but since agreeing to take on Suzuki's official British motocross effort just last Christmas, team boss Philip Neill – a self-confessed dirt bike aficionado and former top three British MX rider – has had to re-structure. So there are now three trucks and a motorhome in the yard!

"When Suzuki approached me to put all their British racing activities under one roof, common sense was telling me I had enough on my plate running the official British Superbike and road racing teams – that's where Adam Lyons came in," explains Philip, referring to his close friend and former MX racing protégé. >>

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Words by **Paul Lindsay** Photos by **Sutty**





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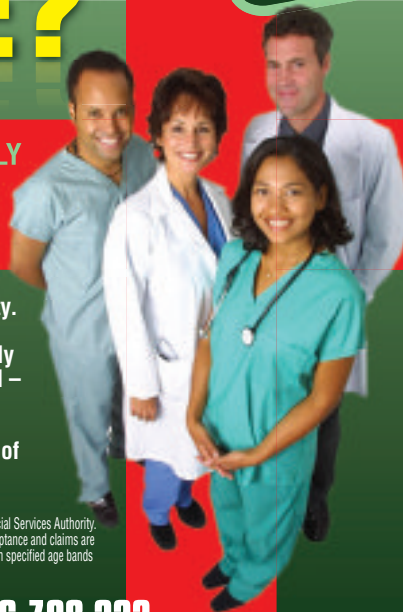
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Mel Pocock had a great season for TAS Suzuki in MX2 in 2011



Dubliner Stuart Edmonds will aim to take his results to the next level this year



## Stuey Edmonds

### MX2 WILDCARD

Signing 23-year-old Irishman Stuart Edmonds to spearhead their Maxxis and Red Bull MX2 campaigns in 2012 is a brave show of patriotism. But Adam is more than confident that the tattoo-loving Dubliner can up his game in the yellow and blue livery of Tyco Suzuki next term.

Ironically, Lyons followed a similar career path to the hard-charging Edmonds with both men riding TM machinery for long periods, relying on support from long-standing Irish-based dealer Nick Craigie and his son Gavin.

Edmonds proved his pedigree in 2009 taking both Irish MX1 and MX2 titles on TM machinery and just this season lifted the British two-stroke title, also on the Flenghi and Batistelli-inspired Italian bikes. Now it's time to up his game in the main British MX2 classes – and he's pumped at getting the opportunity with Philip Neill's Suzuki team.

"Nick and Gavin Craigie got me to where I am today and they are still behind me 100 per cent. They are nice people and with Adam having ridden their bikes and pretty much taken the same route in his career, he knows where I'm coming from."

Edmonds was a regular top 10 runner in the Maxxis last season and finished a creditable fifth in the Red Bull Pro Nationals but he's setting his sights a little bit higher this time around.

"I know I can run top five every week in both championships and be challenging for podiums. I believe in myself and I know Adam and the boys at Tyco Suzuki will help me achieve that. I'm already into a fairly intensive training programme trying to shed a bit of weight. It's all cardio work at the minute – running, cycling and swimming – and I've even got to be careful with the swimming so I don't bulk up too much."

"We'll start the bike training in January after my first

fitness test so between Adam and the team's trainer Joe Barr [ex-professional cyclist] they will have me in good shape. I can't wait to put my head down and get on with it."

Stuey was based in Swindon last year close to TM's Chippenham base but this season he will remain in Ireland close to the TAS team headquarters with an old family friend keeping an eye on him.

There had been talk of a potential GP ride with TM for 2012 but after the initial discussions Stuey decided that waiting on the phonecall was just too much of a gamble.

"Yeah, TM showed a lot of interest in me after the des Nations with Team Ireland [he finished eighth overall] but I was waiting and waiting on an answer and I couldn't wait any longer. Opportunities were coming along and I was turning them down but I'm really happy now I'm sorted with the Suzuki deal."

Before he put pen to paper, Philip was more than impressed with Stuey's Belfast SX effort which made the headlines after his head-to-head battle with Brad Anderson. Ando's typically passionate reaction after biting the dust didn't go down well with the Belfast fans but Stuey informs me it's all sorted now.

"It wasn't too bad. We shook hands afterwards. I know the crowd threw beer and all sorts at him after he launched his bike at me but he's a good lad and I wish him well in Australia next year."

Stuey has outlined his short-term aspirations for 2012 but at just 23 surely he has bigger goals than the British MX paddocks?

"My goal is to ride as long as I can and do the best I can but if you mean world level – of course I'd like to get there. That would be the next big leap. This year I will look to learn a lot from Stephen Sword and I'm sure between him, Philip and Adam they'll point me in the right direction."

"I thought about it for a long time and my passion was driving me to do it but getting Adam to come in as Team Manager for the MX team pretty much made my mind up so we took it on – virtually on a wing and prayer."

Always up for promoting their own, TAS Suzuki signed three-time British champion Gordon Crockard to ride the team's RMZ450F in the British MX1 class with English youngster Mel Pocock lining up in MX2.

It was a no-brainer. Gordy, albeit in the twilight of his career, remained a well-respected figure in British motocross and, as the team knew only too well, the ever-smiling ginger-haired Ulsterman would bring much needed PR in their first season as Suzuki's top team. On top of that Gordy had worked with and raced against Adam in their halcyon days and although very different characters on and off the track, both men relished the challenge.

"It was always going to be very hard to be Gordon Crockard's team manager," explains Adam respectfully. "He has so much experience but like most riders he also needed direction and that's all I wanted to offer. With Mel it was different. I had been out of the MX paddock for six years and didn't really have a desire to go back. But once I was back I loved it. The whole scene hadn't really changed at all. It was just full of enthusiastic youngsters and I knew I could offer Mel the same advice Philip Neill had given me all those years ago."

"Yes, you have to go out and make your own mistakes as a rider but even though he has since moved on I have massive respect for Mel. Hopefully in years to come he will say he learnt from his time at TAS. I know he got a little frustrated at times because he was in England and we were based in Northern Ireland and he maybe couldn't see first hand the development that was going on. And in hindsight I think that's what caused the problems between us in the end but it was >>



Former British champ Gordon Crockard was the team's MX1 man last year





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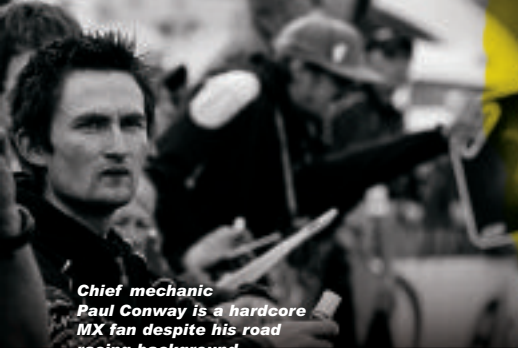
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**Chief mechanic**  
Paul Conway is a hardcore  
MX fan despite his road  
racing background



**Swordy leads soon-to-be  
team-mate Stuey 162ey  
in Belfast**

an amicable split and I wish him well."

Ever the practical joker, Lyons affectionately gave Crockard and Pocock the nickname 'Team Fanta' referring to their flame-red hair. And both men did a decent enough job for TAS Suzuki in their first year in British motocross – young Pocock finishing third in the Maxxis MX2 class and going one better in Matt Bates' high-flying Red Bull Pro National Championship while Crockard didn't disgrace himself either despite a rollercoaster year.

"The whole team had an enjoyable year," reflects Philip, also justifying his decision to take on the challenge. "Unfortunately, I didn't get to see as much of it in the flesh as I'd have liked due to BSB, road racing and family commitments but the boys all enjoyed it.

"Mel is a promising young talent and did a good job. Gordon Crockard had a promising start for us in MX1 with some top five finishes but he picked up a few injuries. His head dropped a bit after that as his confidence took a knock but he did come on strong at the end. Although I'd have to be honest and say it wasn't the end result either of us were looking for."

Just talking about motocross to Philip stirs his retrospective racing emotions but having completed one season as the official Suzuki team I have to ask, was his desire for success in motocross as lofty as his BSB and road racing goals?

"Absolutely. There may come a time in road racing and BSB when I've either had enough or we've done all we can do. Then we would really do something with motocross. But we're not doing it half-heartedly. When I say we're doing it part-time I mean in comparison to the BSB effort but we still have the infrastructure in place with some full-time staff."

Those full-time staff he refers to at their

Money more base are dyed-in-the-wool motocross fanatics Paul Conway and Davy Turkington. Turk is old-school, pouring out stories of trips to Russia in the early days, finding circuits without a map and top-shelf antics more akin to other less salubrious pastimes. But his enthusiasm is infectious and once you've met Turk you'll certainly never forget him.

Back then he had current BSB Team Co-ordinator Mark McCarville operating as his wingman but now it's 25-year-old chief mechanic Paul Conway at his side – a man Adam reckons is one of the most under-rated spannermen in the paddock.

"That kid has won TTs almost single-handed with Bruce Anstey," Lyons explains. "And, yes, he is under-rated. He followed me when I was racing and I got him involved with Philip Neill and TAS. He's come through the ranks and does things the 'Philip Neill way'... He's doing well. He played a big part in Mel's season in 2011 and he's fully committed to TAS. He reminds me a bit of Marky [McCarville] who took me to my first GP in Switzerland all those years ago."

After securing a new title sponsor in Tyco Security Products to cover all team racing efforts in 2012 – thanks mostly to Tyco MD Phil Dashey – Adam has been given the opportunity to re-structure.

"Thankfully Tyco, our new title sponsor for BSB and road racing, has committed to supporting the motocross effort and we have now signed one of the biggest names in British motocross in Stephen Sword. Some people think I picked Swordy because he was my mate. But that's not true and he wouldn't be up for that either. Stephen came here because he wants to win the championship and wasn't >>



**Mel ended 2011 third in the  
Maxxis series and runner-up  
in the Red Bull Pro Nationals**





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**A former team-mate of Adam Lyons, Swordy signed with the team to get results, not renew their friendship**



**Pocock flies the flag for TAS in their Maxxis debut at Little Silver in 2011**

## Stephen Sword

### MX1 CONTENDER

Multiple British champion Stephen Sword needs little or no introduction to DBR readers. The 31-year-old Swindon-based Scot has a wealth of experience and despite a couple of major set-backs through injury last season the former GP star is ready to take on a new challenge with Tyco Suzuki in 2012.

"I knew I needed a change for 2012 and after trying a lot of bikes out I've opted to run the RMZ450F with Philip Neill's Tyco Suzuki team," explains the Lockerbie man. "I'm used to riding Japanese bikes having ridden Kawasakis most of my life and the Suzuki gave me a lot of feel which surprised me initially but wasn't far away from what I like."

The 2011 Maxxis British Championship didn't get off to the best of starts for Swordy with two DNFs in the opening motos of the season and even a third moto victory on that opening day at Little Silver didn't really lift his spirits.

"We had a few mechanical problems last year at CCM that weren't the fault of my mechanics and I had a few crashes and a bit of bad luck and that adds pressure. There's a fine line between putting too much pressure on yourself and not enough and looking back I think I'd have ridden a bit differently at the start of the year."

"I've never been one to step back and settle for third or fourth place but the first round has never been that great for me so it'll be important to get a solid start next season – maybe I will settle for a top three ride on the opening day. It's a long season and the championship can't be won on the first day but it can certainly be lost."

Having tested Yamaha and Kawasaki machinery

among others prior to signing on the dotted line with Tyco Suzuki, there was a lot of soul searching for the four-time British 125cc/MX2 champ. But he's confident he's made the correct move in pursuit of the Holy Grail – an MX1 British title.

"I've known both Adam and Philip for a while now. I'd been speaking to Adam quite a bit and knew he was interested in doing something and having watched the team in British Superbikes I knew they had profile. I also knew of their intentions in motocross and I'd like to be part of that success. I'm quite excited about it to be honest."

As you would expect with such a high-profile rider, Stephen did have other offers on the table and he's keen to point out that the financial package was not the deciding factor. "It wasn't an easy decision but it always seemed to be the first one in my head. The money is not there anymore in the sport so there were a lot of things to weigh up."

"At my age working with good people and enjoying the racing is better than an extra few quid. So to work with a manufacturer like Suzuki and know the team want to be as successful as I want to win is important. And since I've signed with them everyone has been absolutely spot on."

Stephen got his first chance to start developing and assessing the bike during a two-day test in December at Foxhill when TAS Racing mechanic Paul and suspension guru Mark Arnott made the trip over from Northern Ireland. It was as much a team-bonding exercise as anything else and one Swordy believes was very worthwhile.

just interested in a big wage. Basically it wasn't all about money.

"That's what motivated both Philip Neill and me. Stephen knows, as does Stuey Edmonds [the team's MX2 signing] that we go racing at TAS with the best package available. No, we don't pay the big money wages to riders. We'd rather give them the best machinery and back-up – that's the way Philip Neill has always run his teams."

Adam clearly believes Swordy's got what it takes to deliver the MX1 title.

"He still has that enthusiastic energy. Yes, he's has some big accidents but he hasn't abused himself. I really believe he can do it with us. I'm that confident if I was able to I'd put a thousand pounds on him tomorrow."

Stuart Edmonds, the team's MX2 choice to replace Mel, is a 22-year-old lad from Dublin. Edmonds has been a top 10 man in recent years on the British scene and a regular front-runner in Ireland but Lyons believes there is big potential.

"Stuart had an opportunity to ride at GP level in 2012 and when that didn't materialise he was top of my shopping list. Last winter I helped him a bit and I've a lot of respect for him as he's a hard-working lad. He has come down a similar path to me with his TM background and his dad being heavily involved and very committed, just like my own father Robin was. There's no bullsh\*t with him – he has the Irish mentality, he wants to ride for us and it's not all about money – so again, like Swordy, that motivates me."

"You have to start somewhere and get a direction with set-up and suspension. I got on well with the boys and it was nice to start compiling some information. We did well with the weather and didn't get to wash the bike for two days. The Suzuki's a good bike so I've nothing to worry about there."

After many years hopping on flights to long-haul destinations, Swordy is happy to give the Maxxis and Red Bull championships his full attention in 2012 and although he feels he may have unfinished business in grands prix he's not disappointed with what he achieved.

"The British and Red Bull is what I want to do now but there are no shortcuts in this game – you have to be fully prepared and put things on the line. It's pretty much night and day, every day. We don't get rewarded as much as other sports but I'm content in my head, although it's not getting any easier."

"The boys asked me when they were over what was my best ever win. I suppose it has to be my first GP win. I only ever had one overall win but should have had more. When you first start out it's GP points you set as a goal, then it's top 10, top five – you keeping re-evaluating."

Swordy turns 32 in January so I had to ask how long he feels he's got left in the sport...

"I have two or three years left but I want to make them count. I don't want to just fizzle out finishing seventh or eighth – I want to give it my best shot. I'm happy to keep going and I think I'm still a contender. I want at least one MX1 title before I stop racing."





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Juha Salminen rips his way to a record-breaking world title #8 in 2011







# MENTAL CASE!

JUHA SALMINEN IS THE ICE-COOL EIGHT-TIME WORLD CHAMP  
WHOSE SPEED, COMPOSURE AND RACING BRAIN HAVE MADE HIM  
THE ENDURO GOAT – AND HE AIN'T DONE JUST YET...

Words and photos Jonty Edmunds

**J**uha Salminen isn't big on man hugs. He's not big on emotion either really. Ice-cool as so many Finnish motorsport stars are, his way of dealing with things is always considered. More often than not it's also devastatingly effective. When Juha talks you'd be a fool not to listen.

But that's not to say Juha doesn't have feelings. Externally he's always composed, always together. But every now and again he allows himself a few moments of outward emotion. Nothing over the top, a genuine smile is enough to let others know that he's feeling good about things.

Juha's Italian team – the CH Racing Monster Energy squad – are the complete opposite. Big on emotion, hugs flow as freely as tears when world championship titles are won. Being surrounded by passionate and emotional Italians emphasises Juha's coolness. Some might even think his eighth world title doesn't mean that much to him. They'd be wrong.

"Of course I'm pleased but nothing has come overnight," offers Juha in a typically considered response. "Winning the world title means a huge amount to me but at the end of the day it's my job. It's what I'm paid to do. The place I'm at now is a position I've reached after many years so I guess you can say that I have got used to it. It feels great and is the culmination of a lot of work.

"Honestly, this season I really didn't know what would happen. I knew that my bike was good and that I was still competitive but still there were a lot of question marks before the first races. Those first races went really well for me, since then I knew it was possible to win so my only goal then was to try and win the Enduro 1 world championship."

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# THE FUTURE?

## THE TWO BIG QUESTIONS

As a family man who's been at the top of his game for a long, long time it's inevitable that as Juha does enter the latter years of his career people will ask two things – when will he call it a day and can he win a ninth title.

"For me it's simple – if you are competitive you are motivated and if you're not competitive it's hard to be motivated," explains Juha. "That's when you have to think about stopping. But I'm still competitive so why not keep going? Enduro isn't really a sport that you can step away at the top, you have to try and maximise your career and take every penny out of it. We're not F1 drivers who can get to the top and then say 'bye bye'. Success and motivation go together. Right now I don't see any reason why I should stop. I'm 35 but that's not too old in enduro."

And what about a ninth Enduro World Championship title? With Mika Ahola winning a fifth consecutive title this season aged 38 Juha has at least three to five good years left in him.

"I don't have any option but to focus on a ninth title. I don't get any joy from just competing. I never take a bike and go play riding – I always take a stopwatch and work on my speed. It's my job. I never just ride, I don't enjoy just riding and that doesn't help me any more. It's also too risky. That joy went years ago, it's just work for me. It doesn't matter what class I go in. Competition is high in all classes. I've never worried about who is in my class, only that my job is to try and win."



Juha's attacking style has won him fans the world over



Ice-blue eyes, ice-cool Finn...

With eight individual class enduro world titles and a total of 13 FIM championships – they used to officially recognise an overall 'scratch' world champion – as well as 94 day wins, Juha leads the EWC's record books by a country mile. But as the great man openly admits, at the start of the season he wasn't sure exactly how 2011 would unfold.

After struggling with developing the BMW, Juha was straight back to his winning ways with Husqvarna



For all his experience is worth Juha was kind of starting over – returning to the E1 class and racing a bike that was new to him, albeit a proven one. Having not tasted world championship success for a few years Juha was confident in his own abilities to deliver winning results but realistic enough to admit that he had a hard road ahead of him.

"Yeah, things have worked out really well with the team," admits Juha who was well aware that his Finnish temperament and the team's Italian flair might not have been the best of buddies. "The few years before this year were difficult, everyone knows that, so it's been great having a normal year. Since the beginning of the year when I first got my bike I knew I was able to just focus on myself, on my riding. I was focused on my riding during the first year with BMW but that became like a technical project and remained that way for a few years. This year I had a good feeling with my bike and the team so I knew that I could really just focus on my riding."

Becoming the first ever eight-time Enduro World Champion is a big deal. But in true Juha

fashion the father-of-two doesn't jump up and down shouting about it. It's fair to say he's a quiet achiever.

"I'd say that having seven titles is enough," admits Juha. "I think that's quite an achievement but to be the only rider with eight is something special. No-one can really question things now – I have one more than any other rider now. I'm not sure but normally to get seven titles you have to ride more than seven years, maybe 10 or 12. That's already quite a long career. At that stage it gets harder and harder to stay motivated. Maybe you pick up a few injuries and then it's hard to be at the top of your game."

"Although I wasn't really competitive on the BMW I really think that without those two years I wouldn't be riding any more. If I'd stayed where I was before that – with KTM – I probably wouldn't be here now racing. It wasn't really successful in terms of results but it gave me a few extra years. I did my best but I knew before the races that wouldn't be enough. So I was without the pressure of being the top guy for a few years which allows me to be competitive now. >>



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"For me winning is everything if I don't lose. It's been like that for the last eight years. You don't really recognise it at the time – I didn't until I was racing the BMW knowing I wasn't going to win – but it takes a lot out of you."

One of Juha's biggest strengths is his clarity of judgement. No matter what the situation he remains level-headed and always clear-thinking. In the same way you'll never find him to be over-joyed you'll equally never find him frustrated, disappointed or simply overly pissed off. He can digest events and their implications almost instantly.

Pressure seems to pass over Juha. He never appears to have the pressure of expectancy weighing him down and if he does he never shows it. He pretty much personifies the image of the ice-cool Finn.

"It's hard to explain how I deal with the pressure. I guess it's all about experience. When you're a young rider you have to just ride a bike, have fun with the bike and learn with the bike. When you get older you don't need to be on a bike as much. If you can use that experience in the right way you can stay at the top. Having experience doesn't mean you don't have to train or that everything somehow becomes easier – you have to work just as hard but in a different way.

"I guess I've been pretty successful at that. I can't ride a bike as much as I used to do. How you think and how you take the pressure is one of the most important things. Technical problems have never been a problem for me, I can't do anything about it and I know that no-one wanted it to happen. It just happens, it's motorsport. Like in Andorra, I was ready to finish the season by winning the races. It didn't happen. But I didn't worry about it. If you worry about what the mechanics are doing and all the technical stuff you just mess up your head."

Pushing Juha a little more on the importance of mental strength reveals he feels it's the meeting of nature and nurture – what

you learn but also something innate.

"I think it's something you're born with. You can't really learn how to deal with every situation but with experience you learn how best to deal with things. It's a personal thing – some people don't think about things enough, others think too much. It's a combination of what you learn over the years with what you are born with. I haven't been to school to learn how to be calm or how to think during a race. But it is such a big part of being successful.

"There's always a lot of talk about who will be the next champion and who's the fastest young rider and this and that but speed is actually a smaller part of being a champion than there're so many fast riders. Talent and a calm head are the two most important things. There's so many riders that are fast but that don't have their head in the right gear. You can give advice but a rider must learn to think for themselves. I guess I'm lucky that I have both the speed and the ability to think during a race."



At 35 years of age, Juha knows he's got a good few good seasons left in him

Juha helped Finland to the ISDE title last season









Jimmy Albertson lays down the laps as he prepares for another new season with yet another new team

# THE PEOPLE'S CHAMP!

**JIMMY ALBERTSON HAS BEEN AROUND THE WORLD RACING MOTORCYCLES AND WHILE HE'S ALWAYS FALLEN SHORT OF THE BIG PRIZE HE'S PICKED UP A HUGE FANBASE...**

**J**immy Albertson has been racing professionally for quite a few years now. While one of his best friends – Trey Canard – has had top rides with top teams and won multiple championships in the pro ranks, Jimmy has struggled just to secure rides from season to season. He has raced arenacross, Canadian MX Nationals and even slugged it in the GPs for a season! But for 2012 he actually has a ride for the whole year.

We caught up with Jimmy while he was preparing for the 2012 season on his new Suzuki...

**DBR:** You actually have a pretty big fan following considering you're not a factory racer or anything. Do you realise how popular you are?

**JA:** "Yeah. I've noticed it compared to guys that are finishing around where I do. I seem to have a little bit more fans than the next guy. I honestly think it's just because I really act how I am. That's just the person I am. I like to have a good time and talk to anybody. I never put anybody off. Yeah, there are people that I don't really enjoy talking to sometimes but I'll give anybody the time of day. You never know how a person is going to be until you actually talk to them and hang out with them. I think that's kind of why I seem to get a lot more fans because the fans that do approach me I'm always super-nice to. I always enjoy talking to them."

**DBR:** Not to be mean but it's kind of funny that you aren't exactly a championship contender at this point yet you have such a following. It's just odd in a sport like this...

**JA:** "Like I said, it's just kind of one of those things. Take, for instance, when I go to local races or just when I'm around a local track back in the

Midwest or down in Texas, a lot of times I'll get people come up to me and they talk to me. I always enjoy talking to people like that. I'll talk to them, or after it's all said and done give them a jersey. I seem like I do that a lot with a lot of people. I think word just kind of gets around.

"I try to be up-front in all the interviews that I do and have a good time. Honestly, I don't mean to sound cocky or arrogant but I feel like a guy that's fun to talk to and fun to hang out with. I think people enjoy my company and that's kind of why I think that's how it is."

**DBR:** I had a goal coming into this interview that I wasn't going to bring up Trey Canard and I'm about to break it. Everyone's always talking about Trey with you. It sucks because I don't want this to be about Trey. It's your interview...

**JA:** "I know. Trust me. It happens every time. The Trey Canard question brought up. But whenever people talk to Trey, they don't bring up Jimmy Albertson [laugh]! Trey has a bunch of other stuff they're talking about. They're talking about if he's going to win the championship this year or how many race wins he's going to get. But for me, yeah, me and Trey are really close friends..."

**DBR:** I'm going to start doing that, though – next time I interview Trey I'm going to ask him about Jimmy Albertson...

**JA:** "[Laugh] I obviously answer a lot of questions about Trey, especially when he's hurt or recovering from an injury. I don't mind it. Whatever. People want to know that type of stuff, I'll let them in. Like I said, he's just a good friend and people kind of know that. Everyone's always looking for the inside scoop on those really fast guys. So I guess that's why I get asked so much."



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A slow-speed crash at Anaheim 1 put Jimmy out of the full 2011 SX season and the start of the Nationals but he came back strongly with some solid results

**DBR:** But the only reason I was going to bring Trey up at all in the interview was to say that he's a pretty funny guy and he's got a good fan following and it has a lot to do with his personality, too. But you guys sort of grew up together and I was wondering if there is something about the way you guys came up that gave you both the ability to just be yourselves instead of being so serious all the time...

**JA:** "It's just so much to do with upbringing. You've got a lot of these kids out there that either didn't have the greatest of parents or didn't spend much time with their parents because they were off with their mechanic at these amateur races. I feel like that Trey and I both had kind of a similar upbringing. Of course Trey losing his father as young as he was, that makes things different.

"But we were hanging around the same people, the same group of guys like Shane Niday. We basically lived with him our whole amateur careers. He trained us both. He was always a joy to be around on top of just training us. He was always such a really good guy. And then I love my parents to death – I think they're great people. The bottom line is Trey's mom, Kari, she's a great woman and she's also a pleasure to be around. I think that that just goes to show you how important it is to have good parents and be in a good environment growing up. I feel like you learn a lot of stuff from your parents."

**DBR:** Stepping away from that, you've experienced a lot in your short career already. You've had decent support. You've raced in Europe. You've done lots of different stuff. What do you feel about that?

**JA:** "I think it's great. I have had kind of a wide range of racing that I've done since I turned professional. All the way from racing WORCS series to racing arenacross for a little bit. I raced in West Coast supercross, East Coast supercross, motocross outdoors, the GP series. And I've raced one Canadian National. I look back at it all and it's pretty cool to think I've done a lot of things. Not necessarily big things as in winning stuff but it's cool to be like 'hey, man, I tried that'. That's kind of cool.

"I feel like it does give you a little bit of an advantage when you've kind of been around the block a little more and you know the other side of things. You get to meet a lot of cool and interesting people. All the people that I met when I was riding off-road and hanging out with those guys, like Ty Davis and Bobby Garrison. They were all super-cool. I look back at those times and I'm like 'man, that was a really fun time in my life'. I'm glad I was able to meet those people.

"Life is just kind of a journey. If I'd stayed on the same path as far as, say, riding motocross and supercross this whole time I would have never got the opportunity to meet those people. Especially the people overseas that I know, as well. So, it's kind of

like all parts of life's journey I guess. I'm just really stoked to have a deal to race supercross and motocross straight through this year. I'm really looking forward to actually being settled in a series, finally."

**DBR:** I had heard that you were going pretty fast prior to 2011. And then you made it, like, three laps into practice or something at A1...

**JA:** "I made it a little more than three laps. I did the little warm-up session they have. The first qualifying practice I did well in. And then the next qualifying practice was the final one of the day. I was about halfway through it and kind of washed my front end out in a corner and it was all history from there. It was a small crash that I usually have once a week practising, just washed the front end out. I just got my leg caught funny and it was over. It's kind of funny to think how easy stuff like that can happen.

"But we're all better now – it's the past. I feel like the 2011 supercross season still wasn't a complete loss because I did a lot of preparation leading up to it, even though I never really got to show anything. I still take all the training I did that last year and cross it over into this year. Just stay healthy this year and not make any bonehead moves at A1 and try to finish the series out."

**DBR:** You went back to North Carolina to test with Joe Gibbs Racing which is doing your BMX



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Suzuki team's modifications this year. How was that for you?

**JA:** "It was cool meeting all the JGR guys. They're all super-pumped that they're going to have another couple guys to work with, working on Suzukis of course. It's just really cool to see all the technology they have back there. All those guys are super-nice. They were really welcoming to the whole Butler Brothers team and myself included."

"We did a day of testing out there and kind of got my stuff a little more dialed in and rode the race engine as it sits, so far. It was really good. I couldn't be any happier with the JGR guys just because it seems like there are a lot of after-market companies out there that you don't quite get the attention that you'd like. Of course, if you're riding well enough and you were on the big teams you would get the attention. I do believe that you have to earn your work. But it's kind of cool to get on this team and get all the attention from JGR. Basically they're there for us if we want to change anything or need anything. It's really cool."

**DBR:** A lot of the factory guys love the Suzuki factory bike. What do you think of your version of the RM-Z450?

**JA:** "It's definitely an awesome motorcycle. The last time I rode Suzukis was back in 2008 and I never had the chance to ride the new 450 with the fuel injection and everything."



Jimmy waves his wad at Steve Cox



Jimmy's pumped to be racing for the Butler Bros in 2012

**DBR:** That was the one that Ricky Carmichael won on, right?

**JA:** "Yeah, it was the big boat. That thing was huge. That bike was okay I guess but it wasn't a great bike. This bike is really cool. It's nimble. It works nice. It's got a good engine in it. It's a very good stock motorcycle. I was really pumped to get on it. Obviously the bike that I'm riding right now just has a pipe and suspension on it. It's got a set of RG3 clamps. It's an awesome bike. I have a great time riding it. Of course, when you're riding at the level that we are now you kind of want a little more and that's about the only thing that for me is lacking – my practice bike just needs a little bit of a quicker engine but we're going to have that next week. I'm really pumped on my Suzuki."

**DBR:** Is your brother Gregg going to be your mechanic on the team like he has been for much of your career?

**JA:** "No, he's not. He's working for Trey now – we're going to bring Trey up again in the interview [laughs]... He's working for Trey as his practice bike mechanic. So he's got a really good job there and, of course, Trey is like family to us so it's kind of cool that Gregg gets to live with him. Trey is completely taking care of him on that. There was

the opportunity to come with me and, to tell you the truth, you know how it is in this sport, it's like job stability.

"Honestly, does Gregg really want to work for Butler Brothers? Say, something happens next year and they don't want me, or something happens and I get an offer from a different team that I can't pass up. Then all of a sudden it's like what happens then? And with Trey as a practice bike mechanic I feel like they can get that relationship going as mechanic/rider. He's going to be there for a while and he'll be there for Trey for who knows how long. So I think that was probably the best choice for him to stay where he was.

"There wasn't ever really a doubt in Gregg's mind what he was going to do. I kind of brought it up to him and for me I didn't even want to bring it up because I knew that Trey had already asked him to be the practice guy. The last thing I want to do is leave Trey without somebody helping him out. It was kind of one of those deals. I brought it up to my brother and he gave me an answer real quick. He's like, 'nah, I've got a good deal going on'. I don't blame him at all. It's cool because, of course, I plan on going back to Oklahoma when the season moves to the East Coast so we'll still be able to hang out and stuff. It'll all be good."





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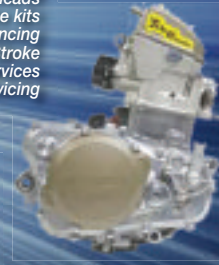
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Cox caught Jake Weimer getting ready for the SX season at the Kawasaki test track just before Christmas



# SUREFIRE LONG-SHOT!

WITH A COOL \$1000 AT STAKE OUR US GUY PUTS THE CASE FOR JAKE WEIMER...

Words and photo by **Steve Cox**

**A**s I write this the 2012 Monster Energy/AMA Supercross Championship is about to kick off. In a few days racers will be lining up behind the gate at Angel Stadium in Anaheim and all of the talk – all of the questions, all of the accusations and all of the speculation – will quiet down. We'll have some answers.

But new questions will arise as well. It's the nature of the beast.

Another aspect of the nature of the beast is the old adage that you're only as good as your last race. This sometimes true statement is more a reflection on how a racer is viewed than it is a reflection of the reality of racing. James Stewart has been called 'dead' repeatedly in his career and it still seems that every year he shows up and wins. But after a bad race or two people start talking about how he's 'done'.

Right now, Monster Energy Kawasaki's Jake Weimer is shouldering quite a bit of this speculation. Actually, on a recent airing of the PulpMX show on the internet, host Steve Matthes asked me who I thought a dark horse was and I replied that Weimer would be competing for podiums and wins. Co-host Kenny Watson – team manager for the H&H Kawasaki team and a strange dude in general – laughed and threw out a bet. "Cox," he said, "I'll bet you \$1000 that

Weimer doesn't get on the podium at all this supercross season."

I almost interrupted him before he could finish the sentence to accept that bet because I didn't want him to put any qualifiers on it. Matthes agreed with Watson. In my mind, the only possible way that Weimer won't grab a podium is if he gets hurt early in the championship. Here's the case for Jake Weimer...

Historically, Weimer is a supercross specialist. He actually doesn't like being called that because he feels like he's just as good outdoors but he will admit that supercross comes easier to him and the results in his career reflect this idea as well. But I'll say it – he's a supercross specialist. This isn't to say he can't do well outdoors like Jeremy McGrath back in the day but outdoors simply doesn't come as easy to him as supercross does.

Going back to 2009 which was his first season with the Monster Energy/Pro Circuit Kawasaki team, Weimer gave Ryan Dungey everything he could handle for the Lites West SX title. Weimer won three of the eight supercross races, beating Dungey heads-up to win Anaheim 1, San Francisco and Anaheim 3. In the end the decider in the championship was that Weimer finished off of the podium (fourth) twice while Dungey only did that once. Dungey won by five points.

Since then Dungey has been pretty good in the

450cc class, no? In 2010 Dungey won both the 450cc SX and MX titles and he has been a contender ever since.

Then, in the 2010 Lites West SX championship, Jake Weimer was facing off against 2008 Lites East SX champ Trey Canard. And Weimer was dominant. Weimer won the first three races of the season before he lost one to Canard in San Francisco. Then Weimer won San Diego and was reeling in the leaders at Anaheim 3 when he went down resulting in an eighth place finish. Still, he ended up winning that title with ease and was definitely the dominant racer.

Since then Trey Canard has been pretty good in the 450cc class, no? In 2011 Canard won three 450cc SX races before getting hurt late in the season while testing for the outdoors.

"Well being good in the 250cc class isn't the same as being good in the 450cc class," I can hear doubters saying. And this is true. However, I've been to the test track and less than two weeks away from round one at Anaheim, Weimer wasn't just on-par with his team-mate Ryan Villopoto – he was faster on that particular day. Weimer can ride a 450. He's unproven as a 450cc racer but don't let that fool you, he's going to be in it as long as he's healthy. Bet on it.

I did...









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## RESULTS

- |    |                 |    |
|----|-----------------|----|
| 1  | Ryan Griffiths  | 17 |
| 2  | Richard Main    | 17 |
| 3  | Michael McClurg | 17 |
| 4  | Steve Harrison  | 16 |
| 5  | Mark McCann     | 15 |
| 6  | Dale Raynor     | 15 |
| 7  | James Barnwell  | 15 |
| 8  | Adam Castledine | 15 |
| 9  | Mark Elliott    | 15 |
| 10 | Marc Bates      | 14 |

# KINGS OF CHAOS!

**ALMOST EVERY YEAR SINCE 1917 THE NORTHAMPTON MCC HAVE BEEN DRAWING RIDERS AND SPECTATORS TO A VERY SPECIAL BOXING DAY EVENT WITH THE PROMISE OF MUD, MORE MUD AND MADNESS...**

Words and photos by Nuno Laranjeira





*It's chaos like this that makes the Woolly a Boxing Day must-see for thousands of spectators*

**W**hat madness could possibly prompt you to drag your turkey-stuffed ass off your Boxing Day sofa and the hilarity of Gene Wilder in *Charlie and the Chocolate Factory*? Nothing? Well in that case you've obviously never heard of the Wild and Woolly...

Reckoned to be the oldest off-road race in the world, the Northampton MCC have been staging the Wild and Woolly virtually every Boxing Day since 1917. Open only to club members, each year the event provides the perfect digestif to the excesses of Christmas Day and raises a ton of money for charity in the process.

For 2012 the traditional venue of Blisworth

is off limits forcing the NMCC to move the race outside Northamptonshire for the first time in its history to the Airfield Farm track at Market Harborough whose owner, Steve Harrison, is a 'Woolly' veteran. Fortunately, the new location doesn't deter hardy spectators who come in their thousands...

A full line-up of 50 riders compete in the hour-long mudfest including former British MX champion Neil Prince and extreme enduro and trials ace Jack Lee. And it's Lee, the defending champ, who leads early on until a collision with a slower rider causes him to pull out with a hand injury. And with Lee out it's left to stunt rider Flyin' Ryan Griffiths to grab his 10th win in 20 years after 17 energy-sapping, turkey-torching laps.



*Defending champ Jack Lee takes the holeshot but pulls out after clashing with a back-marker*



*Ryan Griffiths takes a record 10th Woolly win*



*Despite race-long pressure Richard Main can't quite reel in winner Ryan*



*Woolly veteran Mo took part 50 years ago*

## GOING OUT ON TOP!

### WHY RYAN'S RETIRING...

"It was brilliant! A really hard event and what a race! When there were three or four of us up there at the front dicing for the lead it was phenomenal. It's been 20 years since I did my first Wild and Woolly and this was my 18th attempt to win it and, of course, in the end experience pays off. I knew that even with a bad start I could go around in the first few turns and pass a lot of them.

"On my way up here this morning I said that whether I win or not this would be my last Wild and Woolly and I always said that if I could win 10 then I'd call it a day. To be honest the Woolly ruins Christmas – I can't eat my Christmas dinner, I can't drink, I think of nothing but the Woolly! Next year I'll finally have a proper Christmas!"



# DOUBLE TOPS

IT'S NOT JUST MAXIMUM MAN TADDY BLAZUSIAK WHO STARS AS THE OPENING TWO ROUNDS OF THE SUPERENDURO SERIES BOTH KICK ASS AND JONNY WALKER MUSCLES HIS WAY IN ON THE ACTION...

Words and photos by Jonty Edmunds

© Lukasz Nazdraczeu/Red Bull Content Pool

Jonny Walker, nearest the camera, shares the Polish podium with Blazusiak



*Taddy Blazusiak grabs the holeshot in front of a partisan Polish crowd*





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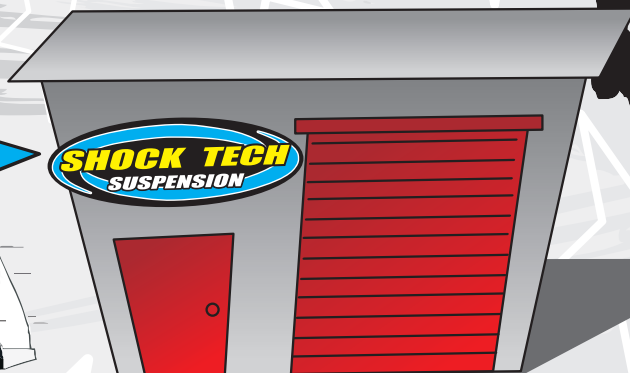
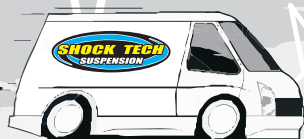


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**S**moother, smarter, more consistent, fiercely determined and unquestionably the fastest indoor enduro racer on the planet today. That's the conclusion most arrive at as KTM's #1 indoor enduro racer Taddy Blazusiak dominates the opening two rounds of the 2012 FIM SuperEnduro World Championship in Italy and Poland.

Famed for his hard-charging craziness and often reckless determination, a notably more focused, more in control Blazusiak takes to the track in Genoa for the opener. And it's soon crystal clear exactly why the Polish superstar's managed to win every round of the 2011 US Endurocross series.

With his confidence sky high and completely in tune with his 350cc KTM, Blazusiak instantly shows that despite having lost none of his abilities to go big he's smoothed out and removed the mistakes from his racing over the past 12 months and is now an even more deadly indoor enduro racer.

"I still like to take some risks, that's just the way I ride," explains Taddy with a grin. "But, yeah, I've smoothed things out and feel like I'm riding better than ever right now. Coming back to the European races after competing in the States all year is something I always enjoy. I don't take anything for granted and have been working hard to be ready for this championship."

For the 2012 SuperEnduro series Taddy's rivals are largely the same as in previous years. And just as in previous years the fact that Blazusiak's coming off a winning season of American action means he's notably better prepared than anyone else.

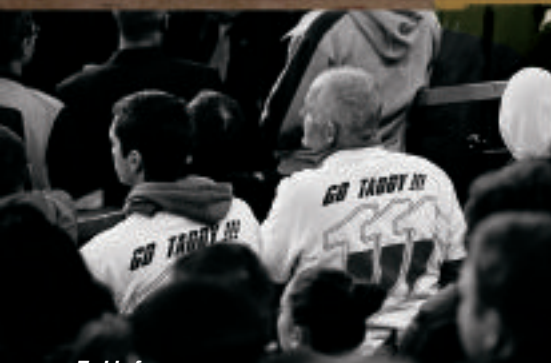
Husaberg's Joakim Ljunggren's back for more and while the tall Swede is confident of yet more



Former world trials champ **Dogie Lampkin** squirts his Gasser through the rocks



Spain's **Ivan Cervantes** holds down seventh after two rounds



**Taddy fans**



**Track design** plays a big part in the success of the Italian opening round



**American off-road star Ricky Dietrich**

impressive indoor performances he knows that he has his hands full when it comes to beating the Pole. Dougie Lampkin, Ivan Cervantes and Alfredo Gomez are all up for more and are joined by Cristobal Guerrero and Alex Salvini.

Also in on the action and participating in a first full SuperEnduro series is Britain's Jonny Walker. Following a string of impressive results during the second half of 2011, Jonny's rewarded with a place on KTM's factory squad alongside Taddy and Spaniard Guerrero. Showing himself to be capable of mixing it with the very best when it comes to extreme events, all eyes are on the Cumbrian youngster to see if he can do the same indoors.

It doesn't take long for Taddy to assert himself inside the Palasport Fiera in Genoa. Doing exactly what most expected and feared, he claims three deserved victories to make a perfect start to his championship defence.

The fastest rider during qualification, Blazusiak instantly hits the front in the opening final and needs little time to edge ahead. While the action unfolds behind him Taddy barely breaks sweat as he claims the first of his three wins.

Returning from injury and having been able to fully prepare for the event, Husaberg-

mounted Xavi Gallindo holds the runner-up spot early on but is unable to fend off the challenges of KTM's Guerrero. Expected front runner Ljunggren's unable to challenge for a top three position while Walker overcomes a poor start to move into third. Managing to get himself into the runner-up position momentarily, just before the chequered flag Guerrero fights back past to claim second.

With all riders knowing what to expect the reversed starting order for the night's second final sees Blazusiak claim the holeshot from a seemingly impossible starting place behind the gate. In no mood to hang around, it takes Taddy only a few laps to once again pull out a significant lead while behind him home favourite Salvini moves past Ljunggren to claim the runner-up spot.

The night's third and last final starts in exactly the same way as the first two as Taddy hits the front immediately before checking out. Delivering both speed and consistency, the Pole ends his night having not only topped each of the three finals to make a perfect start to his championship campaign but having won in a notably more controlled fashion.

"Genoa was great," enthuses Taddy. "The track was really enjoyable and





**Jonny Walker rides out of his skin in Poland to take second on the night**



## SERIES STANDINGS

### AFTER TWO ROUNDS

1	Taddy Blazusiak	KTM	120
2	Jonny Walker	KTM	81
3	Joakim Ljunggren	Husaberg	79
4	Xavi Galindo	Husaberg	66
5	Cristobal Guerrero	KTM	59
6	Alex Salvini	Husqvarna	55
7	Ivan Cervantes	Gas Gas	53
8	Alfredo Gomez	Husaberg	43
9	Mike Hartmann	Husaberg	31
10	Cody Webb	Beta	27
11	Dougie Lampkin	Gas Gas	19

everything came together pretty much perfectly for me. Even the second final where I was expecting to struggle a little at the start turned out great. It's different racing to endurocross but it's been a great start to the series."

Coming away from the opening round second in the point standings, Ljunggren's pleased with his performances but a little frustrated that he wasn't able to get a final win like he did 12 months previously. "I'm very happy to come away with second overall. I feel that my speed is good and my technical ability is strong but I need to work on my fitness a little more. It's just so physical racing indoor enduro. I need to be a little stronger in the last few laps."

Not knowing what to expect of the Polish event, the fact that the second round of the series is the first-ever indoor enduro held in Taddy's backyard means many aren't overly confident of a memorable event. Yet despite the organisers' lack of experience the event is a great success.

Showing not only that organisers outside of Italy and Spain are both able and willing to step forward and organise an indoor enduro, it turns out to be a great event. Housed within an almost brand new stadium, the fact that the crowd have a home-grown hero to cheer means the atmosphere's electric.

As far as the racing goes it's once again all about one man – Taddy. Arguably not as dominant as in Italy after taking a heavy fall during practice over a tyre double jump, Blazusiak's nevertheless still the man to beat. The night's opening final is near a carbon copy of that from Italy. Jumping into an immediate lead Taddy wastes no time in opening up a 10-second advantage. Knowing he needs take no risks aside from a little crowd pleasing he remains comfortably out front and takes a popular win.

Ljunggren and Cervantes are the first riders to really do battle around the Lodz track as the experienced EWC duo push one another for the runner-up spot. A mistake by Cervantes allows Ljunggren into second while Walker overcomes a poor start to first work his way into third before taking on Ljunggren midway though the race to claim an eventual runner-up result – his

**Jeremy Joly is another EWC regular competing indoors this winter**



best of the series.

Final number two sees Blazusiak forced to start from the second row of the gate which makes for an exciting opening lap. Germany's Mike Hartmann holds the lead for the opening laps, looking strong aboard his Husaberg. But as the laps count down the big guns start to filter through into the top spots. Replacing Hartmann at the front is Spain's Gallindo but that doesn't last for long. Up to third by the end of the first lap, Blazusiak needs just one more lap before he hits the front. And from the moment he does so remains unchallenged out front.

Showing that his performance in the opening final was no fluke, Walker again steadily works his way forward and quickly makes light work of Gallindo to claim another runner-up result. Importantly for the Brit, Ljunggren fails to displace his team-mate and ends fourth with Cervantes fifth.

Controlling the race from start to finish, Taddy's third victory of the night sees him move just under 40 points clear at the top of the championship standings. With a clear track

ahead of him he once again remains mistake free and completes a second perfect SuperEnduro event.

A mistake by Cervantes three laps into the night's last final means that Ljunggren and Walker are left to battle it out for the remaining podium positions. But no matter what Walker does he can't quite get close enough to his Swedish rival to earn a third consecutive runner-up result. But his 2/2/3 results earn him second overall for the night – his first ever SuperEnduro top three result.

"It's been so much better for me than Genoa," admits Jonny. "I was really nervous before the first race in Italy and then my starts weren't good which made things hard for me. Here I've started well and not made any big mistakes. Taddy was riding really well again but I felt like I was a little faster than the others."

"It would have been good to have got second in all three finals but compared to the opening round of the series it's been great. If I can ride the same way at the final in Spain then second in the championships a real possibility."



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# RAGE



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## **SCHOOLIE WARS!**

**WHO'S WINNING THE BATTLE OF BRITAIN?**

## **ORANGE INVESTMENT!**

**TWO NEW KTM YOUTH TEAMS FOR 2012**

## **EASTERN PROMISE!**

**IT'S AN EAST ANGLIAN CLUB SANDWICH**

CONRADMEWSE



# EASTERN PROMISE!

Photos by Ian Bannister

**L**ast month Rage focused on Wilden MXC, the long-time stalwarts of winter action. This time around we opt for one of the new kids on the bad weather block – namely East Anglia SSC – as they bravely take on winter MX for the very first time.

The club are currently in the middle of the Golden Tyre-backed Tsunami championship with all four rounds taking place at the Mepal circuit in Cambridgeshire. The first ever BSMA-sanctioned winter national series kicked off in November and so far it's been a rattling good show with around 200 riders piling into each of the opening two events. Round three hits the all-weather sand on January 15 and the series concludes on February 19.

Also over this winter the club are now using and getting used to the brilliant Mylaps transponder system. It's a huge undertaking for the members that have volunteered to run it and the club are indebted to them. Likewise, thanks to Roy Humphrey for his expertise and help with the technology.

Looking further down the track the spring and summer programme is also now taking a good shape with meetings at Culham, Mildenhall, Chatteris and Mepal already booked with a few more exciting venues yet to confirm.

The club began life in September 1971 with just a few meetings before running its first full season in 1972. Initially racing on land behind the Vine pub in Gt. Bardfield, Essex, they soon moved to a small farm owned by club President Percy Walsh. The farm was called Rosebank but to everyone involved in the sport it was always known as Percy's and the club continued to ride at Percy's until his ill-health forced the sale of the farm.

Many of the riders that rode with the club in the early days are still attending meetings with their own children or even grandchildren. This gives the club a great family feel and provides a level of experience that has helped them to continue and move forward. Up until the early 1990s the club ran under the ACU banner but then switched codes and joined the BSMA.

Over the years they have nurtured some of the finest riders in the country but most fondly they recall the late Richard Fitch. He started as a youngster and rode with them continually throughout his schoolboy career. And even as an international rider Richard would still turn up and ride club events when he could. Jake Nicholls is another famous old boy and he was on hand recently to present the 2011 club awards.

"A lot has happened since the early days and the name 'schoolboy' belies the true fact that we now have girls riding in each class – and we regularly fill two adult groups," explains club Chairman Martin Beadle. "It was suggested at the AGM that we change our name to East Anglia MX but the vote was strongly against, showing the level of feeling for the club and the pride in its past.

"Our club caters for children from six years to our oldest member who is 61 – and his bike is about that age too! We predominately ride within East Anglia but on occasions venture out to other areas. Each year we take part in the BSMA team event and this is always an enjoyable weekend for the riders and supporters alike.



James Hanscomb's a 65cc flier and certainly a rider to watch out for



Ethan Gatenby hangs it out



Tom Pallett yanks the holey in the Seniors division



BW battler Jordan Moxey

"We also participate in the BSMA Semis and Finals, the higher profile events give our club riders a chance to ride against others they wouldn't normally be able to without taking part in the national championships. We like to think we are a very friendly and approachable club and all our riders really matter to us."

Returning now to this winter's Golden Tyre-sponsored Tsunami championship, with an overall win at round one combined with a third second time out Buster Hart currently leads the way in the Auto section. In the Juniors Christopher Mills dominated at the opener carding all three heat wins but with Jack Scott, Lewis Fielder and James Hanscomb competing well at both rounds they now have their eyes on the 65cc trophy.

Over in the smallies another tight three-way

tussle is also taking shape. Drew Warren and Albie Wilkie have won a round apiece and George Gregg Pettit is also in the frame with a brace of overall seconds. All to play for there then and likewise in the Big Wheels where Alfie Bowtell, Jordan Moxey, Jamie Carpenter and Sid Evans have all been catching the eye. Bowtell and Evans have been the two overall winners but with Evans missing a round the other three go head-to-head for the main championship.

In the Senior section there have been heat winners aplenty with Ashley Smith, Jack Gardner, Rob Davidson and Max Acres crossing the line first but it's Liam Knight and Tom Pallett who head the points standings. At the November meet it finished with a Smith, Knight, Pallett podium while the December round finished with Knight on top followed by Pallett and Davidson.

## EAST ANGLIA SSC

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Joel'e Hart



Travis Field



Buster Hart



Drew Warren



Team Vampires Rock is launched at Stoneleigh

KTM UK boss Shaun Sistrerson with the WPR KTM Junior team

## ORANGE INVESTMENT!

KTM BACKING FOR TWO NEW YOUTH TEAMS

**T**his time last year Kawasaki were making all the news with their solid commitment and backing for youth and this year it's equally refreshing to learn about two new teams backed by KTM.

### WPR KTM JUNIOR

Based In Chesterfield, WPR KTM Junior are the brainchild of well known road racing exponent and director of World Performance Racing Neil Haslam. Richard Boot is the experienced Team Manager and Micky Eccles together with Gradie Featherstone are the deadly duo fronting up the racing action.

In the first part of a three-year deal, Micky will be concentrating on Europe in the EMX 125 series while Gradie primarily takes on the EYC 85cc big wheel challenge. When not on Euro duty Micky will be filling in with MCF events and with selected qualifier dates pencilled in Gradie will be getting a taste of Euro action too. Both guys are being groomed for the big time and their eventual move into pro racing and a stopping off point at Matterley Basin for this summer's Euro finale is high on the agenda.

As well as the new team launch, Neil is also in the process of setting up a dedicated KTM youth academy with links to Sheffield Hallam University. Together they are working on programmes to assist with fitness, diet and media response training. Once up and running the Academy will be looking to take in more recruits and become a main feeder for KTM on the pro stage. All being well the team will be making its debut at the NEC Future West British Supercross event in February, then it's full steam ahead with the outdoor season.

"Things are all coming together very well as we prepare for the 2012 motocross season," says Neil. "Plans are still to be firmed up but we have every intention to compete in the UK and Europe next year, possibly with both riders as we know they have the talent to race for wins and podiums."

"There is still a lot to do and we are looking forward to getting the bikes from KTM into the workshop in the next few days," adds Richard. "We want to get the boys out and to start getting some feedback and development as soon as possible – there is so little time before the first

event which looks like it will be the Future West Supercross at the NEC where we know they'll go well."

And how does one half of the team feel? "It's great," says Gradie. "Obviously, dad and I had to make the right decision so I can progress. I'm riding okay having won in the Superminis at Belfast and I'm in fourth overall in the SX championship so I want to improve on that. As you know I've done some training in America and I have my own supercross track at home so I'm training all the time – I'm looking forward to learning more about training now I'm at WPR. This is what we've been working towards and now I can't wait."

Look out for the full test day run down in next month's Rage – in the meantime check them out at [www.wprktm.com](http://www.wprktm.com)

### TEAM VAMPIRES ROCK

Team Vampires Rock launched at the Dirt Bike Show in November with a mission to nurture future champions – and this is absolutely reflected in their impressive set-up.

Team manager and owner Steve Steinman is no stranger to the sport having ridden most of his childhood at a high level and then at an international level riding for Team GB in the AMCA IMBA championships. Former world #2 Paul Malin is the team's official coach and looking after the bikes will be mechanics Jem Webster and Mark Woodage from Honda World Superbikes.

Steve has signed up Will Keogh and Scooter Webster to run in the Big Wheel class with Brad Malin flying the flag in the Smallies. All three will be majoring in the EYC and with Keogh and Webster wowing the crowds at the Sheffield SX the omens are looking good. Keogh finished an impressive fourth overall in the 2011 EYC campaign and Malin claimed a second overall finish at a round of last year's British Masters.

Vampires Rock will also be going full tilt in the Auto championships with Jack Greyshon and Ozzie Murray on the start grid at the GT Cup and RHL rounds. They also plan to be at the Auto masters in France later in the year. For more information on the team and how to get your company involved please visit the website at [www.vampiresrockktmracing.com](http://www.vampiresrockktmracing.com)



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# SCHOOLIE WARS!

WHO'S WINNING THE BATTLE OF BRITAIN?

**W**ith the demise of BYMX and the emergence of RHL Activities running the new British Youth National Championships are we now looking at a whole new pecking order for youth in 2012?

The ACU have restructured by asking RHL to run a championship that is a direct replacement for BYMX. Meanwhile, the ACU are promoting MXY2 and a new three-round 85cc BW series on the undercard of the Maxxis championship. It's a real boost for the big wheelers and both Maxxis youth gigs should be absolutely rammed with the necessary talent!

But what about the new RHL series? Well, so far initial feedback from the paddock would suggest a lack of interest from some of the higher profile runners and the venues have left others a little dismayed. Some are keen to enter however because this is still the official ACU series and RHL have no date clashes.

Looking elsewhere the EYC and the BSMA GT Cup are reporting full or virtually full line-ups – many with reserves in place – and with a plethora of star names to entertain. And at the time of going to press the Wulfsport British Masters were showing less than 10 places to fill in MXY2 and they're about half full in the 85cc minis.

Having seen the EYC entry lists it's fair for Rage to state that they have the strongest line-ups in all four divisions – and without doubt the 65cc and SW 85cc title winners will be fully deserving of their British championship accolades. Further up the age range the only comparable full strength challenge to MCF BWs and Rookies will be on the undercard of the Maxxis. Having said that however, Maxxis MXY2 and particularly the new BW championship are both relatively small series – just six races are pencilled in for the Biggies. This may well throw up some random results and not fairly reflect the season as a whole.

So all things considered is it time to be regarding the MCF EYC series as the true and ultimate home-based test for British youth in 2012? The court of public opinion is strongly saying yes – the MCF rider lists reflect this fact but with over-subscription especially in the Rookie ranks there might be a situation where top talent doesn't even make the startline.

Going back to those EYC entry lists, Gary Ashley – the new Twisted Seven Kawasaki recruit – takes on Christopher Mills and Tom Grimshaw in the 65s. That will be well worth seeing as will Albie Wilkie on the Evotech Honda going toe-to-toe with Taylor Hammal and Keenan Hird in the Smallies. Conrad Mewse, Josh Gilbert (Buildbase Albion Honda), Gracie Featherstone (WPR KTM) and Todd Kellett (Twisted Seven) will all start the year with their championship hopes high in the Biggies.

In the popular Rookies Ben Watson on the PAR Honda will be pitting his skill against the

older lads – that's if they can squeeze him in as Rage understands he is currently sitting as second reserve. If he makes the line then 14-year-old Watson will start as favourite but he'll face a strong challenge from the likes of James Harrison (Twisted 7 Kawasaki), KTM rider Jack Kelly and the Suzuki GB pairing of Dan Thornhill and Tommy Alba. Liam Garland on the Lanes Kawasaki wants a tilt at the crown but we understand he is also in a reserve berth.

With an upper age limit of 18 Jake Millward on the Oakleaf Kawasaki and Jordan Divall on the Evotech Honda are also listed and if they go again they are both in with a real shout too.

At the time of going to press Rage hadn't received news from the BSMA to confirm rider entries, dates or venues. Casting an eye over the Wulfsport Masters however, the tear-up between Jay Thomas, Ricky Roderick and Dan Thornhill in MXY2 would seem to be the choice pick there.



**Junior hotshot**  
Gary Ashley



**Jamie Carpenter**  
is one to watch



**MCF Rookies rider**  
Luke Newman



**Todd Kellett**



**Roostin' Ricky**  
Roderick

## YOUTH CALENDAR

### BRITISH MASTERS

Rnd 1	March 3/4	Mallory Park
Rnd 2	April 7/8	Culham Park
Rnd 3	May 12/13	Whitby
Rnd 4	June 2/3	Hawkstone
Rnd 5	June 30/July 1	Pontrilas
Rnd 6	August 4/5	Foxhill

### RHL BRITISH YOUTH NATIONALS

Rnd 1	April 21/22	Pontrilas
Rnd 2	May 19/20	Salter's Lane
Rnd 3	June 9/10	Woolley Grange
Rnd 4	August 4/5	FatCat Motoparc
Rnd 5	Sept 8/9	Wroxton
Rnd 6	Sept 29/30	Grittenham

### RED BULL ELITE YOUTH CUP

Rnd 1	April 28/29	Landrake
Rnd 2	June 2/3	FatCat Motoparc
Rnd 3	July 7/8	Canada Heights
Rnd 4	July 21/22	TBA
Rnd 5	August 11/12	Skelder Bank
Rnd 6	August 25/26	Hawkstone Park, Shropshire
Rnd 7	Sept 22/23	Culham Park

### BSMA

Rnd 1	March 31/April 1	Mepal
Rnd 2	April 28/29	Cwmtythig Hill
Rnd 3	May 26/27	Wroxton
Rnd 4	July 7/8	TBA
Rnd 5	July 28/29	TBA
Rnd 6	August 25/26	TBA

# GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT [MIKEGURNEY55@YAHOO.CO.UK](mailto:MIKEGURNEY55@YAHOO.CO.UK)



# STRANGER DANGER!

**NEW YEAR'S ALL WELL AND GOOD UNTIL YOU FIND YOURSELF AT THE STROKE OF MIDNIGHT WITH SOME RANDOM DUDE CUPPING YOUR BAWBAG – WELL THAT'S HOW THEY SEEM TO DO IT IN SCOTLAND...**

Words by **Bryan MacKenzie** Photo by **Sutty**

**Y**ou've heard it a million times already and you're probably sick of saying it too but it's pretty appropriate and I'm gonna go for it anyway – Happy New Year. Personally, I had a pretty steady Christmas and New Year – no dramatics and I was pretty good to myself on the eating front. New Year night was fun but alcohol definitely wasn't on my agenda. A bunch of us were up in the north of the Motherland riding all day Friday and Saturday and we had to bomb back down the road to head to our mate Mikey's house for a little shindig.

It was pretty good fun with the entertainment coming from a few dudes – two that will remain nameless and one called Jack Daniels. And all three were in fine form. Jack got well and truly spanked while one of the others notched up hopefully his first and only DNF of the year after dropping his internals out of a hole in his face-casings and breaking down at 00.05! The other was looser than a working girl at Spearmint Rhino and ended up losing all his hair – that's the third time in as many house parties now that the man with the longest hair has lost it (his hair, not the plot).

I realised something this year though amid our party celebrations – wishing folk a Happy New Year is sometimes a slightly awkward task that I'm glad only happens once a year! The majority of us will surely have been in this position this New Year or certainly will have been at some point in our New Year career. Naturally, with your closest friends and family it's a pretty easy situation but whenever there are a few unknowns in the room that's when it gets a bit tricky. When you're at a New Year party – whether it be in a pub, club or house – and you share the same air space as a few people that you don't know what do you do

with them? Do you greet them just like you did your immediate group of friends or do you just go about your business like it was a regular night out? Because, let's face it, you wouldn't normally think about hugging or shaking hands with everyone in the place.

But I always feel that there are different rules for New Year's night that for some reason encourage you to embrace the strangers! But it's hard to break old habits and this situation always arises – everyone's having a jolly, you've maxed out on hugging and greeting everyone you're there with and then you catch the eye of a random. You're faced with this bizarre stand-off for a second. Should you, shouldn't you? Normally you'd do that whole thing where you quickly look away and pretend it never happened but then for the rest of the night regularly cast your eye back to see if they are giving you the staredown. But damn, New Year is in the air!

So you do the polite thing and go for it and get faced with the mother of all awkward moments. You extend the hand out for a handshake but gadgety has gone all out with the open arms looking for a hug. Sh\*t! So you change it up and go for the hug but he changes his tune and opts to match you with the handshake. Then the next thing you know you're doing your embarrassed laugh while hugging this dude whose hand is pressed up against your nuts. Bloody New Year!

So now that the transition period from 2011 to 2012 is over I guess it's time for everyone to start on those New Year resolutions to make themselves a better human in whatever way, shape or form they've come up with. If you were to believe the Mayans or that movie '2012' you'd half be expecting the end of the world to take place at the end of December this year so I guess

we should all be killing it to make sure this year is a more memorable one than the last, just in case this one is our last!

I'm pretty skeptical about the whole Mayan prophecy thing though as it's all a little bit out there for me but regardless I'm gonna take heed of their warning and knuckle down this season harder than before to embrace the opportunities I've been given. To start I'm still working hard at it with Freeflow Kev and, literally, as I've been trying to type this column up for Adolf at the DBR slaveyard I've been getting chewed out by Kev via Facebook chat about my diet of late. Not a weight-loss thing – I don't need to do any of that do I Sean? – but more about taking care of what I'm putting back in my body in terms of energy and goodness. He's already taking care of grinding it out of me in the gym so wants to make sure I'm fuelling up with all the right stuff.

At the end of January I'll be in Spain with my Rockstar Moto-One KTM team and that'll be far from a holiday too. I've been going down there for a fair few years now and every time I've been I've been working with my mechanic BC so we have a pretty solid routine for our away game and it's literally non-stop motocross for three weeks.

Until then though it's a matter of just getting it done back here. We have to ride when we can, train in the gym and cycle in between Hurricane Bawbag and his baby brothers when they're not dislodging chimneys and uprooting trees. But I guess all that just makes the prospect of Spain even more appealing!

Viva Espana!

*[Handwritten signature]*  
#12!



# BACK TO THE FUTURE!

| mac211

**AFTER GOING AWOL LAST ISSUE OUR FAVOURITE OZ-BASED SCOT (NOW HIS BROTHER STEVIE'S BACK HOME) RETURNS WITH A BUNCH OF EXCUSES BEFORE BRINGING US UP TO SPEED ON THE LAST COUPLE OF MONTHS...**

Words by Billy MacKenzie Photo by Matty Muir

**H**ey guys, well this is my column from last month so it's gonna be like a double episode as we finish off/start the year. Did you miss me last month after I was thrown aside like that crusty sock you keep in your bedside drawer? Sean can't work his email right and sometimes gets confused as the deadline closes in – especially with his speshal global clock. Last month I had my column finished well in time but for whatever reason he didn't get it in time – you would think with me being nine hours ahead it would make things easier for him?

So this is my column from last month but I'll change some words and try to get it into present tense so it reads better. These words will be in CAPITALS...

Finally time for a short break, I've not stopped since supercross last year! After breaking my collarbone in the States riding Chad's bike I started riding and training again as soon as I was able to for the remaining two rounds of the 2010 supercross. After having some good results in those two rounds I was feeling confident and full of beans so just kept training and riding in preparation for the 2011 MX championship.

So I WAS feeling a little tired AFTER THIS SEASON and I'm taking full advantage of our off-season and the Aussie summer now the supercross championship is over. HAVING A REST HAS DONE me the world of good and now I'm finally in a good spot with plenty of tracks on my doorstep hopefully I can get my routine down marine style!

I ended my first full supercross season in fourth place overall. I'm pretty disappointed to be honest as I only really got confident at the final round. It was tough going the whole series and I got a little bit lost midway through trying to get the hang of it. I lacked a bit of confidence and we had a few wet races. All in all though it was a good little learner and I felt like I gained some much needed experience. And the supercross races that were dry were a lot of fun.

THIS year is gonna be a tough year over here with five big names all in for the Aussie championships. If you didn't know already we got Marmont, me, Brad, Townley and Coppins. It's gonna be like old times in the GPs. I think we are going back to a traditional moto

format too which is nice – it seems the shorter races haven't been suiting me if I look back on my results. It'll be nice to get back into the two times 30 minutes on the weekend and do without all this daft stopping and starting. It seemed like fun in the beginning but now it's just annoying. Having to change goggles, gloves, helmet liners etc – it's a pain in the arse! We've also upped it to 10 rounds so it'll be a longer season and for me that makes it a little more interesting. With 10 rounds and more names it gives me the urge to work harder and an excitement inside knowing there will be some fierce battles.

I've signed again with Kawasaki for THIS year. We've both come a long way together and I'm comfortable with the new bike so I'm looking forward to starting testing and working harder on my routine in prep for the big year ahead. I'm looking forward to the challenge and I'm sure mine and Brad's old rivalry will push us both forward in the championship. It'll be nice to have a familiar face around and I'm sure we'll give you guys back home something to cheer for.

Jay will be my team-mate so I'm gonna use that as motivation to try beat the foreigners! I can turn it round anyway I like each weekend to suit the way I'm feeling. After all, I came here first so the Aussies have kinda adopted me if only a little bit. They are a proud bunch and won't want a Kiwi winning! I'd say they would maybe even prefer a Brit up front – it's kinda like the old Scottish/English rivalry. It's definitely gonna be a fun championship – each team has a top rider and we're all gonna be wanting to beat each other at the track. It's gonna be intense!

In the meantime I WAS kicking back, hanging out with Harriet, my brother and his girlfriend, catching up with friends and enjoying what Australia has to offer. Hope everyone HAD a good Christmas, it's still weird over here at Christmas time – no-one really gives a hoot about it so I'm just going with the flow and gonna have an Aussie Chrimbo this year and not try to relive the British Christmas like I have for the last two years...

Okay, so we're back up to speed after that little catch up! Despite what you've just read I had a weird Christmas again – we got up and did the presents thing,

then just sat in and watched movies until the afternoon. The streets were quiet and I thought most people would be doing the same thing as us. We cooked a big roast and just lazed around which was lovely but as the boredom set in we decided to go for a walk down the beach...

As we turned the corner onto the seafront we couldn't believe how many people were there! I dunno why we didn't believe it – it was clearly the coolest thing to do on Christmas Day – but still it felt weird. The place was packed and everyone had BBQs going with plenty of beers to wash it down. I witnessed a five-a-side football match on the sand with everyone dressed as Santas and elves!

The waves were huge! There was a current coming in from two cyclones far off in the distance and the swell was crazy. I've never been one to pay much attention to surfing or whatever but seeing the local pros out there was pretty impressive. There were loads of photographers along the seafront and it was a beautiful clear day. A lot of people were saying they hadn't had waves like that for a few years so it was really cool to watch and good to get among the vibe.

New Year started off a bit miserable. We had a lot of rain on the lead up – heavy rain! On NYE though the place brightened up and we met some friends of ours down the campsite. We cruised around from place to place and had an awesome entry to 2012.

Now it's back to training and I'm already in the mode. I know what I need to do and I've got everything at my disposal to do it. We got the new bike set up incredible and I'm loving everything about it – it's safe to say that I'm fired up for this year and I want to win this championship once and for all. I've wasted far too much time chasing it already! I gotta good feeling – yeah!

**PS** Oh and I'm changing my number to #18! I ran it in 2001 when I got my sh\*t together in the adults and #211 has been a bit creepy recently...

*BD 211*







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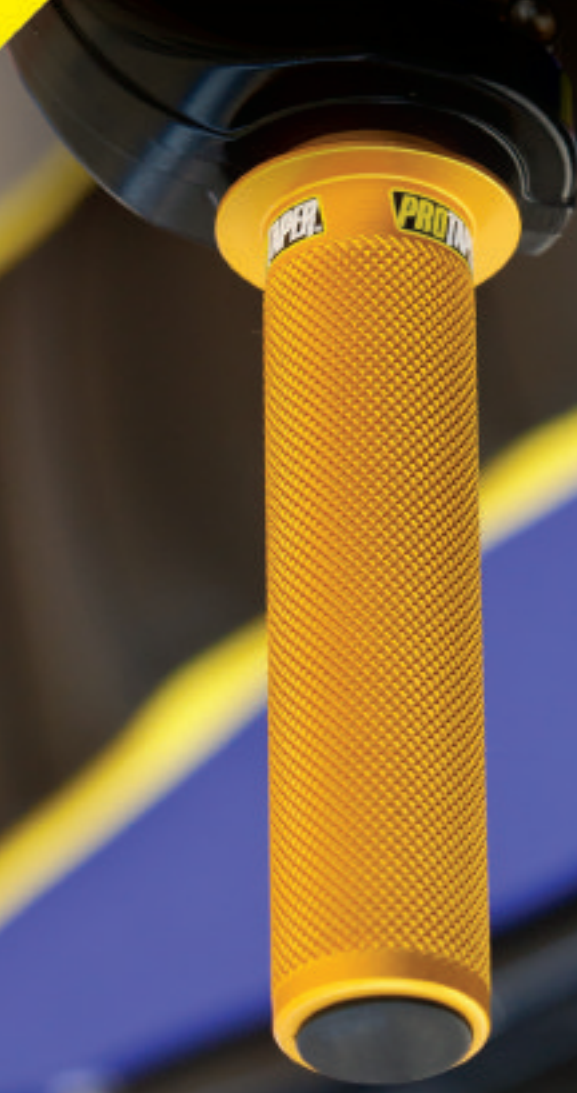


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